

## SECTION 7: COORDINATION AND PUBLIC INVOLVEMENT

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Involvement and participation by community leaders, federal and state resource agencies, Native American tribes, and the public throughout the study process was an integral part of the I-69 project. The outreach program was specifically designed to address stakeholder concerns and encourage written comments. This section discusses these efforts from project initiation through the publication and distribution of the Draft EIS. Tables at the end of this section provide information on meeting and Hearing locations, dates, and the approximate number of attendees (see Tables 7-1, 7-2, 7-3 and 7-4). Minutes and attendance records are on file at the DOTD. Agency, tribal and local official correspondence is included in Appendices D, E and F.

### 7.1 SCOPING PROCESS

The objective of the scoping process was to identify environmental, socioeconomic, engineering or other issues that should be considered during the study. The local Metropolitan Planning Organization (MPO), local elected officials, federal and state resource agencies and Native American tribes were invited to participate in a series of meetings in May and June 2001. These meetings provided an opportunity for participants to gain an understanding of the Study Process, discuss project benefits and concerns, and identify key issues to be considered during alternatives

development. It was emphasized that early identification of environmental concerns maximized the ability to avoid and minimize impacts to these resources during alternatives development.

On July 20, 2000, a notice of intent was published in the Federal Register (Vol. 65, Number 140) to prepare an Environmental Impact Statement (EIS) (see Appendix C, page C-1). In April 2001, the DOTD initiated studies to prepare the EIS.

Solicitation of views and requests for relevant information concerning the study were sent to the resource agencies, Native American tribes and local officials and responses were received (see Appendix C, pages C-3 to C-33). All other agency, tribal and local official correspondence is included in Appendices D, E and F.

#### 7.1.1 Metropolitan Planning Organization Involvement

A scoping meeting was held with the Northwest Louisiana Council of Government's Transportation Planning Committee (Shreveport-Bossier City area Metropolitan Planning Organization (MPO)) on May 4, 2001 at the DOTD District 04 office in Bossier City, Louisiana, to initiate early MPO involvement and cooperation in the study. The meeting presented an overview of the I-69 Study Process and the proposed Study Area, and discussed the transportation alternatives to be

considered. The MPO indicated that only the Build Alternative satisfies, and is consistent with their regional transportation plan. An April 27, 2001 Resolution adopted by the MPO supports the Build Alternative as the best possible solution to meet the transportation need (see Appendix F, page F-1).

#### **7.1.2 Local Officials Involvement**

A scoping meeting was held with local officials on June 7, 2001 at the DOTD District 04 office in Bossier City, Louisiana. The meeting presented an overview of the Study Process and the proposed Study Area. Issues raised during the meeting included the desire for intermodal connectivity with the proposed highway, rail and the Port of Shreveport-Bossier, and the consideration of a future heavy rail line within the same transportation corridor. The Mayors of Stonewall and Haughton both indicated that their communities would benefit from the proposed highway but noted that residential and business impacts should be minimized to the extent possible.

#### **7.1.3 Agency Involvement**

A scoping meeting was held with federal and state resource and regulatory agencies on June 6, 2001 in Shreveport, Louisiana to initiate early agency involvement and cooperation in the study. The objective of the meeting was to discuss the I-69 project Study Process and to identify key environmental issues to be considered during both the corridor and alignment phases of study. Issues identified and discussed included Federally listed

threatened and endangered species, specifically the Interior least tern, Wetland Reserve Program and Conservation Reserve Program areas, and wetland resources.

#### **7.1.4 Native American Tribal Involvement**

Representatives from the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, and the Quapaw Tribe of Oklahoma were invited to participate in the June 6, 2001 agency scoping meeting to discuss the I-69 project Study Process and to identify any issues or areas of traditional religious and cultural importance that should be considered during both the corridor and alignment phases of study. No correspondence was received from any tribe identifying specific concerns, but the Caddo Nation of Oklahoma did request government-to-government coordination because of their prior predominant occupation of the Study Area.

A separate scoping meeting was held with the Caddo Nation of Oklahoma on November 2, 2001 in Binger, Oklahoma to discuss the I-69 project Study Process and any issues or areas of traditional religious and cultural importance that should be considered during both the corridor and subsequent alignment development. The Caddo Nation indicated that the archaeological sites on record at the Louisiana Department of Culture, Recreation and Tourism, Division of Archaeology were a good source of known Caddoan sites in the Study Area. The Tribe also indicated their desire to

be consulted on Caddo Indian matters throughout the Study Process, especially during the Phase I Cultural Resources Survey of the Preferred Alignment.

All tribal correspondence is included in Appendix E.

#### **7.1.5 Public Involvement**

Public scoping meetings were held in Haughton, Louisiana on June 6, 2001 and in Stonewall, Louisiana on June 7, 2001 to present an overview of the Study Process and the proposed Study Area and to receive comments on the project. Information on meeting dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the meetings were also sent to local officials for posting in public places throughout the Study Area.

The Study Process flowchart and proposed Study Area map were displayed. The Study Area map used a DOTD parish highway mapping background to display the Study Area relative to the area road network.

The Study Process flowchart and Study Area map were distributed along with a comment form that requested environmental information, and proposed highway usage information. Approximately 200 people attended the public meetings and 35 comment forms were received. Public concern was the highway's potential proximity to and potential loss of personal property.

## **7.2 CORRIDOR STUDIES OUTREACH**

MPO, local official, resource agency, Native American tribe, and public involvement during the Corridor Studies focused on identifying a Preferred Corridor for the proposed highway. As discussed in Section 2, the objective of this study phase was to identify a corridor that provided the best opportunity to develop specific highway alignments within it that avoid and minimize overall project impacts.

### **7.2.1 Public Involvement**

Open forum public meetings were held in Haughton and Stonewall, Louisiana on December 11 and December 12, 2001, respectively. Information on meeting dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the meetings were also sent to those on the project mailing list and to all local officials for posting in various business establishments throughout the Study Area. The public meetings allowed the public to review the corridor locations at their convenience and talk with project representatives.

The corridors were displayed in two formats. Both visually presented the environmental inventory information contained in the Project GIS and used for the corridor comparative analysis. Sensitive information such as endangered species locations and known archaeological sites were not displayed to the public. The first format used DOTD parish highway mapping background to display the

corridors relative to the area road network. The second used a 1998 and 1999 black and white aerial photograph background (approx. 1"=3,000') where land cover, timber and farming operations, and clusters of residential development were visible.

Several handouts including a corridor location map and comparative analysis table were distributed along with a comment form that requested additional environmental information, proposed highway usage information, and preferences on corridor locations. Approximately 200 people attended the public meetings and over 80 comment forms were received. Most comments favored either Corridor A or a combination of Corridors A, B or C. Public concern with all corridors was the proximity to and potential loss of personal property.

### **7.2.2 Local Officials Involvement**

The results of the corridor location study were presented to local officials on December 12, 2001 at the DOTD District 04 office in Bossier City, Louisiana. Individuals attending the meeting participated in discussions on the corridor locations, community and environmental concerns, and anticipated community benefits from the proposed project.

No specific corridor preference was identified at this meeting, although the general consensus preferred the corridors closer to the metropolitan area. Concerns included proximity to metropolitan

areas and the Port of Shreveport-Bossier, compatibility with existing rail lines, corridor preservation and project cost.

### **7.2.3 Agency Involvement**

Federal and state agencies were invited to participate in a December 11, 2001 agency coordination meeting to review the environmental inventory and the corridors developed. The U.S. Environmental Protection Agency (EPA) indicated that Corridor C appeared the most favorable, while Corridor D the least.

### **7.2.4 Native American Tribal Involvement**

Representatives from the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, and the Quapaw Tribe of Oklahoma were invited to participate in the December 11, 2001 agency meeting to review the environmental inventory, the corridors developed, and to identify any issues or areas of traditional religious and cultural importance that should be considered during corridor evaluation and screening. No correspondence was received from any tribe identifying specific concerns.

## **7.3 ADDITIONAL CORRIDOR STUDIES OUTREACH**

### **7.3.1 Local Officials Involvement**

The MPO, the Mayor of Shreveport, the Mayor of Bossier City, the Port of Shreveport-Bossier, and the Shreveport Chamber of Commerce (Chamber) requested a January 30, 2002 meeting to further discuss the corridors developed and presented at

the December 2001 Corridor Studies meetings. The Mayors, the Port, and the Chamber requested that Corridor A be revised or a new corridor developed locating the project closer to Shreveport, Bossier City and the Port. The Mayor of Shreveport and the Chamber expressed concern about economic development and the loss of economic opportunities if the highway was located too far from the metropolitan area. The Mayor also indicated that the Lucas Sludge Disposal Site could be relocated, if necessary, to accommodate a highway corridor.

The Port also expressed concern about intermodal connectivity and indicated that the corridor could pass through their property in order to locate the highway closer to the City of Shreveport. The Port's stated position on utilizing their property differed from earlier Port correspondence.

Local officials were invited to participate in an April 2, 2002 local officials meeting to review the three additional corridors (Corridors E, F, and G) developed. Concerns continued to be proximity to metropolitan areas and the Port of Shreveport-Bossier, as well as potential compatibility with a future parallel rail corridor.

Following the April 2002 outreach meetings, the Port informed the DOTD that Corridors F and G pass through the largest contiguous tract of property owned by the Port. The Port expressed their desire to retain this tract for potential future

development. This information was not included with information previously provided by the Port on their existing infrastructure and planned infrastructure improvements, nor was the issue raised at the April 2002 outreach meetings.

A June 5, 2002 meeting was held with the MPO, the Mayor of Shreveport, the Mayor of Bossier City, and the Port of Shreveport-Bossier to discuss the Port properties with respect to potential future development, and the additional corridors developed. The Port indicated that the highway corridor could pass through their property, but that it would be limited to an approximate 2,000-foot width south of and adjacent to Corridors F and G.

The Mayor of Shreveport indicated that the local officials in attendance at the January 30, 2002 local officials meeting favored a corridor north of the Port (Corridor E) and that Corridor E was still favored by the local officials. A June 13, 2002 letter signed by the City of Shreveport, the City of Bossier City, the Caddo/Bossier Port Commission and the MPO stated continued support for Corridor E as the corridor preferred by the local governing authorities.

An October 30, 2002 meeting was held with the MPO's Transportation Policy Committee (see Table 7-5) to discuss shifts to Corridors F and G to address the Ports June 5, 2002 concerns and to discuss the corridor screening process. The shifted corridors were named Corridors F<sub>s</sub> and G<sub>s</sub>.

The Transportation Policy Committee agreed that a preferred corridor comprised of Corridor G<sub>S</sub> in its entirety along with a segment of Corridor B through the Red River Alluvial Valley, best balanced the environmental and engineering considerations with the benefits expected from the project. An October 30, 2002 Resolution adopted by the MPO supported this preferred corridor recommendation (see Appendix F, page F-47).

### 7.3.2 Public Involvement

Additional open forum public meetings were held in on April 2 and April 3, 2002 in Haughton and Stonewall, Louisiana, respectively. Information on meeting dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the meetings were, again sent to those on the project mailing list and to all local officials for posting in various business establishments throughout the Study Area. The public meetings allowed the public to review the Expanded Study Area and original and additional corridor locations at their convenience and talk with project representatives.

The corridors were displayed in two formats. Both visually presented the environmental inventory information contained in the GIS and used for the corridor comparative analysis. Sensitive information such as endangered species locations and known archaeological sites were not displayed to the public. The first format used DOTD parish highway mapping background to display the

corridors relative to the area road network. The second used a 1998 and 1999 black and white aerial photograph background (approx. 1"=3,000') where land cover, timber and farming operations, and clusters of residential development were visible.

Several handouts including a corridor location map and comparative analysis table were distributed along with a comment form that requested additional environmental information, proposed highway usage information, and preferences on corridor locations. Nearly 500 people attended the public meetings and over 40 comment forms were received. Public concern continued to be the proximity to and potential loss of personal property. Most comments favored Corridors A, B or E.

### 7.3.3 Agency Involvement

Federal and state agencies were invited to participate in an April 2, 2002 agency coordination meeting to review the Expanded Study Area environmental inventory and the additional corridors developed. The FWS indicated that large forested tracts should be avoided due of the potential for Red-cockaded woodpecker (RCW) habitat. No known RCW habitat has been documented in the Study Area. The U.S. Army Corps of Engineers (COE) indicated that the Red River bridge location accommodates navigation concerns. The COE also indicated that frontage road and secondary and cumulative impacts be evaluated.

Following the June 5, 2002 meeting with the MPO, the Mayor of Shreveport, the Mayor of Bossier City, and the Port of Shreveport-Bossier, and the federal cooperating agencies were contacted to solicit additional comments on the additional corridors developed and presented at the April 2002 outreach meetings. Agency comments received are summarized below.

- ❑ U.S. Fish and Wildlife Service – No additional comments beyond what has already been provided through previous project coordination.
- ❑ U.S. Coast Guard – Concerns are with navigation. If the Red River crossing is constructed with no piers in the water, then there are no concerns with the crossing location. If river piers are used, then the crossing location and angle, the pier locations, and fendering are important considerations.
- ❑ U.S. Army Corps of Engineers – A preferred corridor should minimize wetland impacts. Corridors A, B, and E are too close to Wallace Lake and development of those corridors could be problematic. Cultural resource impacts should also be minimized and the Elm Grove Oil and Gas Field should be avoided, if possible.
- ❑ U.S. Environmental Protection Agency – A preferred corridor should avoid or minimize wetland impacts consistent with Clean Water Act Section 404 b(1). Potential secondary

development impacts, particularly in wetlands and floodplains should be considered and project cost is a valid evaluation criterion in identifying a preferred corridor. Corridor C appeared most favorable at the December 2001 outreach meetings and Corridor C is still a good selection. Corridors C, F and G have the least engineering issues. Corridor E has a higher likelihood for potential noise, neighborhood disruption, environmental justice, hazardous materials and relocation issues that could all be avoided by locating the highway further from the metropolitan area. A connector road could be provided for Port access. If a preferred corridor cannot be clearly identified, several corridors may need to be advanced for further study in order to quantify and qualify project impacts.

#### **7.3.4 Native American Tribal Involvement**

Correspondence inviting tribal participation at the April 2, 2002 agency coordination meeting was sent to the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, and the Quapaw Tribe of Oklahoma. This letter requested the identification of any issues or areas of traditional religious and cultural importance that should be considered during the development of project alternatives. The FHWA also unsuccessfully attempted to contact the Caddo Nation of Oklahoma via telephone to solicit meeting

participation. Messages left via answering machine were not returned. No correspondence was received from any tribe identifying specific concerns.

Following the June 5, 2002 meeting, the Caddo Nation of Oklahoma was also contacted to solicit additional comments on the additional corridors developed and presented at the April 2002 outreach meetings. The Caddo Nation was contacted because of their prior predominant occupation of the Study Area. The Caddo Nation responded that any corridor containing or having the potential to contain Caddoan archaeological sites be avoided, if at all possible. If sites could not be avoided, then a plan should be developed in cooperation with the Caddo Nation to minimize and mitigate adverse effects to the sites and that a Memorandum of Agreement should also be developed stipulating the process for minimizing those effects. This correspondence is included in Appendix M.

### **7.3.5 Preferred Corridor Recommendation**

A Corridor Studies Report and Preferred Corridor recommendation was submitted in November 2002 to the federal cooperating agencies (U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Coast Guard, and U.S. Fish and Wildlife Service), the MPO, and other participating state and federal resource agencies. The corridor recommendation detailed the corridor study process, provided the rationale for the identification

of the preferred corridor, and requested comments. The federal cooperating agencies all concurred with the Preferred Corridor recommendation (see Appendix D, pages D-54 to D-59). No correspondence was received from any tribe identifying specific concerns.

## **7.4 ALIGNMENT STUDIES OUTREACH**

The meetings held during the Alignment Studies were structured to obtain specific comments from the meeting participants on the preliminary alignment locations. Attendance at these meetings was excellent and the comments received ultimately led to the identification of the Selected Alignment presented in this document.

### **7.4.1 Public Involvement**

Public meetings were held in Stonewall and Haughton, Louisiana on July 22 and July 23, 2003, respectively. Information on meeting dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the meetings were also sent to those on the project mailing list and to all local officials for posting in various business establishments throughout the Study Area. The public meetings included an open forum session in which the public had the opportunity to speak with project representatives and review the alignment locations. A short technical presentation and a question and answer period followed.



The alignments were displayed in two formats. Both visually presented the environmental inventory information contained in the Project GIS and used for the corridor comparative analysis. Sensitive information such as endangered species locations and known archaeological sites were not displayed to the public. The first format used DOTD parish highway mapping background to display the alignments relative to the area road network. The second used a 1998 and 1999 black and white aerial photograph background (approx. 1"=3,000') where land cover, timber and farming operations, and residential and business development were visible.

Several handouts including an alignment location map and comparative analysis table were distributed along with a comment form requesting additional environmental information and opinions on the alignments presented that should be considered during alignment refinements.

Nearly 700 people attended the public meetings and nearly 100 comment forms were received. Of those comment forms received, 59 were from members of the Caddo Rifle & Pistol Club. Public concern continued to be the proximity to and potential loss of personal property. Most comments favored Line 2 or Line 3. Members of the Caddo Rifle & Pistol Club favored Line 3 in Section 3 because it was the farthest from the range and would not interfere with shooting activities.

#### 7.4.2 Local Officials Involvement

Local officials were invited to participate in a July 22, 2003 local officials meeting at the DOTD District 04 office in Bossier City, Louisiana, to review the expanded environmental inventory and the preliminary alignments developed. No specific alignment preference was identified at the meeting.

In a separate letter, the Port expressed their support for an alignment crossing the Red River through Port property.

A meeting was held with the Northwest Louisiana Council of Governments, Transportation Planning Committee (Shreveport-Bossier City area Metropolitan Planning Organization (MPO)) on January 20, 2004 to review alignment revision and development efforts since the July 2003 meetings. The MPO expressed their preference for an alignment resembling Line 5 in Section 1, Line 3 in Section 2, and Line 5 in Section 3. The MPO adopted a January 20, 2004 resolution supporting this alignment combination as the Preferred Alignment (see Appendix F, page F-58).

In a separate February 17, 2004 letter, the Port expressed their continued support for an alignment crossing the Red River through Port property.

The FHWA, the DOTD, and the Caddo-Bossier Parishes Port Commission entered into an August 2004 Corridor Preservation Memorandum of Agreement (MOA) to preserve Commission land, in an unimproved state, along the route of the

recommended preferred alignment subject to public, local officials, resource agency, and Native American tribe review and completion of the NEPA process. In the event that the alignment ultimately selected does not pass through Commission property, the MOA would terminate upon execution of the Record of Decision. The Corridor Preservation MOA is included in Appendix M.

#### 7.4.3 Agency Involvement

Federal and state agencies were invited to participate in a July 23, 2003 agency coordination meeting to review the expanded environmental inventory and the preliminary alignments developed. The EPA identified several areas where it may be possible to further minimize potential wetland impacts and requested that these areas be reevaluated. In a separate letter, the FWS suggested that habitat surveys be conducted for the Interior least tern (*Sterna antillarum*) and the Red-cockaded woodpecker (*Picoides borealis*) prior to selecting a preferred alignment.

A meeting was also held with COE representatives on August 19, 2003 to discuss the preliminary alignments, the potential wetland impacts, and field delineation methodology. The COE concurred with the field delineation methodology used.

#### 7.4.4 Native American Tribal Involvement

Correspondence inviting tribal participation at the July 23, 2003 agency coordination meeting was sent to the Caddo Nation of Oklahoma, the

Mississippi Band of Choctaw Indians, and the Quapaw Tribe of Oklahoma. These letters requested the identification of any issues or areas of traditional religious and cultural importance that should be considered during the alignment refinements. No correspondence was received from any tribe identifying specific concerns.

#### 7.4.5 Preferred Alignment Recommendation

An alignment recommendation was submitted to the Federal cooperating agencies (COE, FWS, USCG, EPA) and the Caddo Nation of Oklahoma. The alignment recommendation detailed the alignment study process, provided the rationale for identifying the Preferred Alignment, and requested written comments. The COE and the EPA concurred with the Preferred Alignment recommendation. The USCG had no comments at this time. In their response, the FWS indicated that they could not concur with the Preferred Alignment recommendation until biological assessments of the potential effects to Federally listed endangered species were completed. Correspondence is provided in Appendix D, pages D-93 to D-104. The Caddo Nation of Oklahoma did not respond. At a January 25, 2005 meeting, the DOTD, the FHWA, and the FWS agreed that biological assessments for the Interior least tern (*Sterna antillarum*) and Red-cockaded woodpecker (*Picoides borealis*) would be conducted and that the Endangered Species Act (ESA) Section 7 consultations with the FWS would be completed

prior to the issuance of the Final Environmental Impact Statement. The biological assessments are discussed in Section 2.5.2.

A meeting was also held with representatives from the USCG and the COE on April 14, 2005 to discuss navigation studies for the Red River bridge crossing. It was agreed that a concept study would be conducted on the Preferred Alignment Red River bridge crossing to determine span lengths and horizontal and vertical navigation clearances and the findings presented in the Final Environmental Impact Statement. The study is discussed in Section 2.5.3.

## **7.5 RED RIVER WATERWAY INTERESTS INVOLVEMENT**

A joint alignment coordination meeting was held with the Red River Waterway Commission and the Red River Valley Association on June 8, 2005 at the Red River Waterway Commission office in Natchitoches, Louisiana. A history of the I-69 National Corridor, the Project development process and the alignments developed was presented. Issues raised during the meeting included comments on the Red River bridge crossing and the difficulty in navigating the stretch of waterway during high water.

## **7.6 DRAFT EIS PUBLIC HEARINGS**

The Draft EIS Notice of Availability was published in the Federal Register on June 17, 2005 (see Appendix C, page C-35). Public Hearings were held in Haughton and Stonewall, Louisiana on

July 20 and 21, 2005, respectively, to obtain formal comment on the Draft Environmental Impact Statement. The attendance and number of individual comments received is presented in Table 7-4.

Information on Public Hearing dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the Public Hearings were also sent to those on the project mailing list. The Public Hearings utilized an open forum session in which the public had the opportunity to speak with project representatives and review the alignment locations. A video presentation was available for public viewing, explaining the following information:

- ☐ Project purpose, need, and consistency with the goals and objectives of the local MPO
- ☐ Project alternatives, including the Preferred Alternative, and major design features
- ☐ Social, economic, environmental, and other impacts of the project
- ☐ DOTD relocation assistance program and the right-of-way acquisition process
- ☐ DOTD procedures for receiving both oral and written statements from the public.

The alignments were displayed in two formats. Both visually presented the environmental inventory information contained in the Project GIS

and used for the alignment comparative analysis. Sensitive information such as endangered species locations and known archaeological sites were not displayed to the public. The first format used DOTD parish highway mapping background to display the alignments relative to the area road network. The second used a 1998 and 1999 black and white aerial photograph background (approx. 1"=3,000') where land cover, timber and farming operations, and residential and business development were visible.

Several handouts including an alignment location map and comparative analysis table were distributed along with a comment form soliciting opinions on the Draft EIS and the alignments presented.

Comment letters on the Draft EIS from federal and state resource agencies are provided in Appendix D, pages D-114 to D-177. Agency comments and responses are provided in Table 7-8.

The Draft EIS was sent to the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, the Quapaw Tribe of Oklahoma, and the Chitimacha Tribe of Louisiana for their review and comment. The Chitimacha Tribe of Louisiana commented that the Study Area was not part of their aboriginal homeland (see Table 7-9 and Appendix E, page E-28). No other tribal comments

on the Draft EIS were received. All tribal correspondence is included in Appendix E.

Over 300 people attended the Public Hearings and nearly 40 comments were received. All comments received have been summarized and a response has been provided in Table 7-10.

### **7.7 MPO INVOLVEMENT IN LSU PECAN RESEARCH STATION STUDIES**

A March 25, 2010 meeting was held with the MPO's Transportation Policy Committee to present possible alignment revisions to minimize impacts to the LSU Pecan Research Station (Station). Alternatives to avoid the Station following an alignment along the Preferred Corridor's northern route through the Port of Shreveport-Bossier were not feasible. An alignment that avoided the facility while satisfying both driver expectations and AASHTO and DOTD design criteria could not be developed due to the proximity of the Station within the Preferred Corridor; the Port and their current and planned infrastructure improvements; the CCS Midstream and ChemTrade Logistics properties, both identified hazardous waste sites; and an existing SWEPCO electric substation.

Of the alignment revisions presented, the Transportation Policy Committee expressed their preference for the alignment that shifted the Draft EIS Preferred Alignment and LA 1 interchange eastward and utilized a retaining wall along the alignment's west side to minimize Station impacts. A March 25, 2010 Resolution adopted by

the MPO continued to support an alignment through the Port, and the shifted Draft EIS Preferred Alignment utilizing walls (see Appendix F, page F-102).

## **7.8 DRAFT EIS PREFERRED ALIGNMENT REVISIONS OUTREACH**

Meetings were held with local officials, resource agencies, and the public to present and obtain input on Line 6R and Line 6-2-6, and Line 6 (Draft EIS Preferred Alignment).

### **7.8.1 Local Officials Involvement**

Local officials were invited to participate in an August 2, 2010 local officials meeting to review the updated environmental inventory and the alignments developed. The local officials expressed continued support for an alignment passing through the Port. They expressed their concerns with Line 6-2-6 including the distance from the Port, impacts to the Lucas Sludge Disposal facility, and increased regional transportation improvements costs to widen LA 1 and US 71 and extend the future Inner Loop Extension to connect with the alignment. LSU AgCenter representatives in attendance at the meeting stressed the importance of the Station's research in their support for Line 6-2-6.

### **7.8.2 Agency Involvement**

Federal and state agencies were invited to participate in an August 3, 2010 agency coordination meeting to review the expanded environmental inventory and the alignments

developed. No Federal or state agencies attended the meeting, but some agencies provided written comments.

In their August 30, 2010 e-mail, the LADEQ indicated that Bossier, Caddo, and Desoto Parishes were currently in attainment with the National Ambient Air Quality Standards (see Appendix D, page D-160). FEMA indicated in their September 2, 2010 letter several areas of the project were located in a high-risk flood zone and the project must be coordinated with the appropriate Parish floodplain administrators to ensure Flood Damage Prevention Ordinance compliance. In their September 3, 2010 letter, the Natural Resources Conservation Service (NRCS) indicated that the proposed and alternate routes would not directly impact Wetland Reserve Program easements. In their September 15, 2010 letter, the FWS again indicated that the project was not likely to adversely affect threatened and endangered species and no further consultation was necessary unless there were changes in the project's scope or location.

### **7.8.3 Native American Tribal Involvement**

Representatives from the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, the Quapaw Tribe of Oklahoma, and the Chitimacha Tribe of Louisiana were invited to participate in the August 3, 2010 agency coordination meeting to discuss the alignments and to identify any issues or areas of traditional

religious and cultural importance that should be considered during the alignment phase of study. No correspondence was received from any tribe identifying specific concerns.

#### 7.8.4 Public Involvement

Public meetings were held in Haughton and Stonewall, Louisiana on August 2 and August 3, 2010, respectively. Information on meeting dates, locations, times, and content was publicized through area newspapers. Project flyers announcing the Public Hearings were also sent to those on the project mailing list. The public meetings utilized an open forum session in which the public had the opportunity to speak with project representatives and review the alignment locations. A video presentation was available for public viewing, explaining the following information:

- ☐ An overview of the study to date including purpose & need; corridor and alignment studies; and the Draft EIS, Public Hearing and the comments received
- ☐ Line 6 (Draft EIS Preferred Alignment) and the development of Line 6R and Line 6-2-6 in response to the Draft EIS comments
- ☐ Social, economic, environmental, and other impacts of the alignments presented
- ☐ DOTD procedures for receiving both oral and written statements from the public.

The alignments were displayed in two formats. Both visually presented the updated environmental inventory information contained in the Project GIS and used for the comparative analysis. Sensitive information such as endangered species locations and known archaeological sites were not displayed to the public. The first format used DOTD parish highway mapping background to display the alignments relative to the area road network. The second used the NLCOG 2009 digital orthophotography where land cover, timber and farming operations, and recent residential and business development were visible.

Handouts including an alignment location map and comparative analysis table were distributed along with a comment form requesting additional environmental information and opinions on the alignments presented.

Over 250 people attended public meetings held August 2 and August 3, 2010. Nearly 100 written comment forms were received, with almost 60 supporting the research efforts at the Station and Line 6-2-6. Other public concerns included the area's rapid development before the highway would be constructed; and proximity to and potential loss of personal property. A summary of the comments received are provided in Table 7-11.

## **7.9 OTHER MEANS OF PUBLIC OUTREACH**

### **7.9.1 Project Mailings**

Three types of mailing lists were maintained for the study: public, local officials and agencies. The public mailing list was initiated from sign-in sheets from the June 2001 scoping public meeting. As phone calls, written comments, or Internet inquiries (see Section 7.9.5) were received, the individuals were added to the mailing list. As part of the Alignment Study phase, preliminary property information within the Preferred Corridor was collected from the Bossier, Caddo, and Desoto Parish courthouses. The property owners identified were also added to the public mailing list to reach those individuals who might not have already been aware of the project. The current public mailing list contains more than 1,800 names.

The local official's list is comprised of over 50 representatives from state, regional and local government (see Table 7-6). A combination of 11 federal and state agencies participated throughout the project either through meeting attendance or through regular mailings regarding on-going project studies and project status (see Table 7-7). In addition, project information was sent to the Caddo Nation of Oklahoma, the Mississippi Band of Choctaw Indians, and the Quapaw Tribe of Oklahoma.

Direct project mailings were used to inform the addressees of upcoming meetings, project

progress, planned activities and project decisions. Additional copies of announcements were also sent to local officials for posting in their communities.

### **7.9.2 Local Media Coverage**

The local media was very involved throughout the Study process. Notifications of meetings and the Public Hearings were advertised in five area newspapers (Shreveport Times, Bossier Press Tribune, Caddo Citizen, Toledo Bend Tribune, and Mansfield Enterprise). Newspapers, such as the Shreveport Times, also printed several front-page articles on the I-69 Corridor in general, this project's study process and the decisions made in the during the project's development.

Local television stations covered public meetings for local news reports. The local radio stations also interviewed the Study Team for local news broadcasts.

### **7.9.3 Project Materials Viewing Locations**

After the numerous public meetings and the Public Hearings, the displays and handout materials were made available for further public review at the Haughton Town Hall, Stonewall Town Hall, and DOTD District 04 Headquarters. Viewing times were during normal business hours.

### **7.9.4 Toll-Free Project Hotline**

A toll-free hotline (866-I69-DOTD) was established for the project so the public could contact the Study Team to comment on the project, get answers to questions or be added to the project mailing list.

The hotline is available 24-hours per day, seven days per week. A voice mail system records messages during non-business hours. The toll-free hotline telephone number was first announced at the June 2001 scoping meetings.

#### **7.9.5 Project Website**

An Internet website ([www.i69dotd.com](http://www.i69dotd.com)) was created to inform the public of project developments, including up-to-date study information, meeting and Public Hearing announcements, project announcements, exhibit viewing locations and times, and maps of the Study Area, and corridors and alignments being evaluated. Users could also add their names to the public mailing list, e-mail comments and questions to the Study Team, complete the latest public comment form, or obtain the toll-free project hotline telephone number. The website was first announced at the April 2002 Additional Corridor Studies public meetings and has been accessed nearly 40,000 times since its April 2, 2002 inception.

#### **7.9.6 Public Meeting Transcripts**

Transcripts were prepared for each of the public meetings and the Public Hearings. The transcripts included the transcript of the technical presentation, names of individuals making formal statements, copies of the handout materials including comment forms, meeting sign-in sheets, and written comments received within 10 days of the meeting or Hearing. The transcripts are available for review at all local branches of public libraries and the DOTD District 04 office.

#### **7.10 SELECTED ALIGNMENT RECOMMENDATION**

The Selected Alignment will be subject to public, local official, federal and state resource agency, and Native American tribal review during the comment period for the Final EIS. A final decision on the highway alignment ultimately selected for the I-69 project will not be made until all comments received on the Final EIS are fully evaluated. The alignment decision will be documented in the project's Record of Decision.



Table 7-1 PUBLIC MEETINGS			
Date	Location	Attendance	Number of Written Comments
<b>Scoping</b>			
June 6, 2001	Haughton Middle School, Haughton	100	11
June 7, 2001	North DeSoto Parish High School, Stonewall	112	24
<b>Subtotal</b>		<b>212</b>	<b>35</b>
<b>Corridor Studies</b>			
December 11, 2001	Haughton Middle School, Haughton	83	53
December 12, 2001	North DeSoto Parish High School, Stonewall	123	27
<b>Subtotal</b>		<b>206</b>	<b>80</b>
<b>Additional Corridor Studies</b>			
April 2, 2002	Haughton Middle School, Haughton	185	8
April 3, 2002	North DeSoto Parish High School, Stonewall	286	35
<b>Subtotal</b>		<b>471</b>	<b>43</b>
<b>Alignment Studies</b>			
July 22, 2003	North DeSoto Parish High School, Stonewall	288	*
July 23, 2003	Haughton Middle School, Haughton	381	*
	* - Comment forms did not differentiate location		
<b>Subtotal</b>		<b>669</b>	<b>92*</b>
<b>Draft EIS Preferred Alignment Revisions</b>			
August 2, 2010	Haughton Middle School, Haughton	98	*
August 3, 2010	North DeSoto Parish High School, Stonewall	67	*
	* - Comment forms did not differentiate location, Total Includes mailed and e-mailed comments		
<b>Subtotal</b>		<b>165</b>	<b>99*</b>
<b>TOTALS</b>		<b>1,723</b>	<b>349</b>

Source: Michael Baker Jr., Inc.

**Table 7-2  
LOCAL OFFICIALS MEETINGS**

Date	Location	Invitees	Purpose
May 4, 2001	DOTD District 04 Office	MPO	Scoping
June 7, 2001	DOTD District 04 Office	Local Officials' List	Scoping
December 12, 2001	DOTD District 04 Office	Local Officials' List	Corridor Studies
January 30, 2002	DOTD District 04 Office	MPO, Mayor of Shreveport, Mayor of Bossier City, Port of Shreveport-Bossier, Shreveport Chamber of Commerce	Concerns regarding proximity of corridors to the metropolitan limits and the Port of Shreveport-Bossier
April 2, 2002	DOTD District 04 Office	Local Officials' List	Additional Corridor Studies
June 5, 2002	DOTD District 04 Office	MPO, Mayor of Shreveport, Mayor of Bossier City, Port of Shreveport-Bossier, Shreveport Chamber of Commerce	Corridors developed and a preferred corridor recommendation
October 30, 2002	DOTD District 04 Office	MPO, Port of Shreveport-Bossier, Caddo Parish, Bossier Parish, Shreveport Metropolitan Planning Commission	Additional corridor revisions and the preferred corridor recommendation
July 22, 2003	DOTD District 04 Office	Local Officials' List	Alignment Studies
January 20, 2004	DOTD District 04 Office	Local Officials' List	Preferred Alignment Recommendation
July 14, 2004	Conference Call	Port of Shreveport-Bossier	Corridor Preservation MOA
June 8, 2005	Red River Waterway Commission Office	Red River Water Commission, Red River Valley Association	I-69 SIU 15 Project Presentation
March 25, 2010	MPO Office	MPO Transportation Policy Committee	LSU Pecan Research Station Studies
August 2, 2010	DOTD District 04 Office	Local Officials' List	Draft EIS Preferred Alignment Revisions

Source: Michael Baker Jr., Inc.

Table 7-3 RESOURCE AGENCY MEETINGS		
Date	Agency	Purpose / Topic
June 6, 2001	Appropriate Federal and State Agencies	Scoping
December 11, 2001	Appropriate Federal and State Agencies	Corridor Studies
April 2, 2002	Appropriate Federal and State Agencies	Additional Corridor Studies
August 19, 2003	US Army Corps of Engineers	Wetlands
July 23, 2003	Appropriate Federal and State Agencies	Alignment Studies
January 25, 2005	US Fish & Wildlife Service	Threatened & Endangered Species
April 14, 2005	US Coast Guard US Army Corps of Engineers	Navigation Studies
August 3, 2010	Appropriate Federal and State Agencies	Draft EIS Preferred Alignment Revisions

Source: Michael Baker Jr., Inc.

Table 7-4 DRAFT EIS PUBLIC HEARINGS				
Date	Location	Attendance	Number of Oral Comments	Number of Written Comments
July 20, 2005	Haughton Middle School, Haughton	159	15	
July 21, 2005	North DeSoto Parish High School, Stonewall	147	5	
<b>TOTALS</b>		306	20	33*

Source: Michael Baker Jr., Inc.

\* - Includes mailed and e-mailed comments

<p style="text-align: center;"><b>Table 7-5</b>  <b>NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS</b>  <b>TRANSPORTATION POLICY COMMITTEE</b></p>	
<b>Representative</b>	<b>Affiliation</b>
Mayor Lo Walker (Mayor George Dement*)	City of Bossier City
Woody Wilson (Randy Lucky*)	Caddo Parish Commission
Mayor Cedric Glover (Mayor Keith Hightower*)	City of Shreveport
Charlie Walker*	Webster Parish Police Jury
Sam Marsiglia (Vincent DeFatta*)	Bossier Metropolitan Planning Commission
Charles Kirkland (Clay Peninger*)	Shreveport Metropolitan Planning Commission
Eric England (John Holt, Jr. *)	Caddo-Bossier Port Commission
John Sanders (S. Bruce Easterly*)	Louisiana DOTD
Bill Altimus (Dennis Woodward*)	Bossier Parish Police Jury
Jamie Stetze (Virgil Page*)	Federal Highway Administration
Laura Wallace (Jesse Balleza*)	Federal Transit Administration
Dan Broussard	DOTD - Planning/Programming Section

Source: Northwest Louisiana Council of Governments

\*Former representative

Table 7-6 LOCAL OFFICIALS	
Representative	Affiliation
Senator David Vitter	State of Louisiana
Senator Mary L. Landrieu	State of Louisiana
Representative Bill Cassidy (Representative Richard H. Baker*)	Congressional District 6
Representative Rodney Alexander	Congressional District 5
Representative Cedric Richmond** (Representative Joseph Cao*, Representative William J. Jefferson*)	Congressional District 2
Representative Charles W. Boustany Jr.	Congressional District 7 <sup>1</sup>
Representative John C. Fleming, M.D. (Representative Jim McCrery*)	Congressional District 4
Representative Charles W. Boustany Jr. ** (Representative Charlie Melancon*)	Congressional District 3
Representative Steve Scalise (Representative Bobby Jindal*)	Congressional District 1
Senator Sherri Smith Cheek	District 38
Senator Robert Adley	District 36
Senator Barrow Peacock** (Senator B.L. "Buddy" Shaw*, Senator Max Tatum Malone*)	District 37
Senator Gerald Long (Senator Kenneth "Mike" Smith*)	District 31
Senator Gregory Tarver** (Senator Lydia P. Jackson*)	District 39
Representative Barbara M. Norton (Representative Ernest Baylor, Jr. *)	District 3
Representative Gene Reynolds** (Representative Jean M. Doerge*)	District 10
Representative Patrick Williams (Representative Cedric B. Glover*)	District 4
Representative Richard T. Burford (Representative Beverly Gourdon Bruce*)	District 7
Representative James H. Morris (Representative Roy "Hoppy" Hopkins*)	District 1

Source: Michael Baker Jr., Inc.

\*Former representative

\*\*Updated for Final EIS distribution.

<sup>1</sup>Due to 2012 redistricting, District 7 (now defunct) was drawn into District 3.

Table 7-6 (cont.) LOCAL OFFICIALS	
Representative	Affiliation
Representative Roy Burrell	District 2
Representative Henry L. Burns (Representative Billy Montgomery*)	District 9
Representative Frank A. Howard (Representative Joseph R. Salter*)	District 24
Representative Thomas G. Carmody, Jr. (Representative Mike Powell*)	District 6
Representative Jeff Thompson** (Representative Jane H. Smith*)	District 8
Representative Alan Seabaugh** (Representative Wayne Waddell*)	District 5
Mayor Lorenz "Lo" Walker (Mayor George Dement*)	City of Bossier City
Mayor Katherine Freeman (Mayor Dennis Freeman*)	City of Logansport
Mayor Cedric B. Glover (Mayor Keith Hightower*)	City of Shreveport
Mayor Wayne Cathcart** (Mayor Albert Doughty*, Mayor Carl F. Janzen*)	Town of Benton
Mayor Carl Anderson (Mayor Bill Maxey*)	Town of Haughton
Mayor Charles Waldon (Mayor Curtis McCune*)	City of Stonewall
Mayor Lynn Porter (Mayor Joseph B. Nichols*)	Town of Mooringsport
Mayor Bill Robertson	Town of Minden
J. Kent Rogers	Northwest Louisiana Council of Governments (MPO)
William R. "Bill" Altimus (Dennis Woodward*)	Bossier Parish Administrator
William C. Smith	DeSoto Parish Administrator
Woody Wilson (Bill Hanna*)	Caddo Parish Administrator
Ronda Carnahan (Shirley Byrd*)	Webster Parish
Lynn Austin (Lorenz Walker*)	City of Bossier

Source: Michael Baker Jr., Inc.

\*Former representative

\*\*Updated for Final EIS distribution

Table 7-6 (cont.) LOCAL OFFICIALS	
Representative	Affiliation
Eric England	Port of Shreveport-Bossier
John Holt, Jr.	Port of Shreveport-Bossier
Michael Wainwright	Port of Shreveport-Bossier
Charles Tutt	Port of Shreveport -Bossier
Angela Tappe (Roy Miller*)	Shreveport Airport Authority
Murry Viser	Barksdale Air Force Base
Phillip Arthur	Army National Guard – 165 <sup>th</sup> Quarter Master Battalion
John D. Caruthers	I-69 Coalition
Tommy Clark	Kansas City Southern Rail
Donald M. Pierson	Greater Bossier Economic Development
Charles Coyle	Greater Bossier Economic Development
Mike Gibson	Associated General Contractors
Markey W. Pierre (Mark Jusselin*)	Shreveport Chamber of Commerce
LTC Carl V. Thompson	LA Army National Guard

Source: Michael Baker Jr., Inc.

\*Former representative

\*\*Updated for Final EIS distribution

Table 7-7 AGENCIES	
Name	Affiliation
Elizabeth Guynes (Susan Jarvis*)	US Army Corps of Engineers, Vicksburg District
Cathy Gilmore (Michael P. Jansky*)	US Environmental Protection Agency
Eric Washburn (Roger Weibush*, Marcus N. Redford, P.E.*)	US Coast Guard, Eighth District
Greg Solvey	FEMA Region VI
Donald Gohmert	US Department of Agriculture, Natural Resources Conservation Service
Joshua C. Marceaux (David Soileau*, Derek Hamilton*)	US Fish & Wildlife Service
Doug Booher (Peggy Thurin*)	Texas Dept of Transportation
Phil Boggan (Duke Rivet*)	LA Dept of Culture Recreation & Tourism
Beth Altazan-Dixo (Lisa Miller*)	LA Dept of Environment Quality
Mike Carlos (Maurice Watson*)	LA Dept of Wildlife & Fisheries
Joseph F. DeVall	LA Dept of Natural Resources

Source: Michael Baker Jr., Inc.

\*Former representative

**Table 7-8  
SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES**

<b>Agency: Louisiana Department of Environmental Quality, July 7, 2005 Lisa L. Miller</b>	
<b>Issue: DOCUMENT EVALUATION</b>	
<b>Comment:</b>	There were no objections based on the limited information submitted to us.
<b>Response:</b>	Comment noted.
<b>Issue: PERMITTING</b>	
<b>Comment:</b>	<p>The Office on Environmental Services recommends that you investigate the following requirements that may influence your proposed project:</p> <p>If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary.</p> <p>LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Baker at (225) 219-3111 to determine if your proposed improvements require one of these permits.</p> <p>All precautions should be observed to control nonpoint source pollution from construction activities.</p> <p>If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.</p> <p>All precautions should be observed to protect the groundwater of the region.</p>
<b>Response:</b>	The DOTD and FHWA will comply with and obtain all necessary permits for the project. Section 4: Environmental Consequences and Mitigation discusses water quality and permitting requirements. The Summary also lists the required NPDES and Section 404 permits and Section 401 Water Quality Certificate.
<b>Issue: AIR QUALITY</b>	
<b>Comment:</b>	Currently, Bossier, Caddo and DeSoto Parishes are classified as attainment parishes with the National Ambient Air Quality Standards for all criteria air pollutants.
<b>Response:</b>	Comment noted.
<b>Agency: U.S. Army Corps of Engineers, Vicksburg District, July 8, 2005 Elizabeth S. Guynes</b>	
<b>Issue: DOCUMENT EVALUATION</b>	
<b>Comment:</b>	We have reviewed the information you provided and have no further comment on the project at this time.
<b>Response:</b>	Comment noted.



Table 7-8 (cont.) SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES	
<b>Agency: U.S. Army Corps of Engineers, Vicksburg District, July 8, 2005 Elizabeth S. Guynes (cont.)</b>	
<b>Issue: ADDITIONAL REPORTS</b>	
<b>Comment:</b>	Please forward copies of any additional reports such as cultural resources surveys and final wetlands report as they become available.
<b>Response:</b>	A copy of the final Phase I Cultural Resources Survey was sent to the COE on December 6, 2011. A copy of the Wetlands and Surface Waters report was sent to the COE on October 6, 2011. On February 23, 2012, the COE issued a Preliminary Jurisdictional Determination (JD) for the Selected Alignment (see Appendix N).
<b>Agency: U.S. Coast Guard, Eighth District, July 20, 2005 Marcus N. Redford, P.E.</b>	
<b>Issue: NAVIGATION</b>	
<b>Comment:</b>	We have reviewed the Draft Environmental Impact statement (DEIS) for the proposed Interstate Highway 69 Project, Section of Independent Utility 15. The DEIS states that a 52-foot vertical navigation clearance above the 50-year flood elevation, consistent with published Coast Guard Bridge Guidance Clearances, will be provided for all alternatives. It also states that details of the Red River crossing will be coordinated with the Coast Guard during final design. As indicated in our previous correspondence, we suggest that a navigation study be conducted for the Red River prior to the issuance of the Final Environmental Impact Statement in order to effectively determine appropriate navigational clearances for the proposed crossing that will provide for the reasonable needs of present and future navigation.
<b>Response:</b>	A Conceptual Red River Bridge Study was conducted to provide information relative to navigation and the effects the bridge will have on navigation interests using the waterway. Pier locations, horizontal and vertical clearances, and the alignment of the main channel navigation opening and approach spans were established; and hydrologic/hydraulic and scour analyses performed in coordination with the USCG, the COE and various waterway associations. The results are included in Section 2. The USCG reviewed the study in coordination with the COE and various waterway associations, and found the study acceptable and determined that no further reviews were necessary at this time (see Appendix D, page D-177). Detailed navigation studies and collision design alternatives, and the Bridge Permit application, will be coordinated with the USCG during final design.
<b>Agency: U.S. Department of the Interior, Office of Environmental Policy and Compliance, August 8, 2005 Willie R. Taylor</b>	
<b>Issue: Fish and Wildlife Resources</b>	
<b>Comment:</b>	The draft EIS adequately describes affected fish and wildlife resources, and discloses potential project impacts to those resources.
<b>Response:</b>	Comment noted.

**Table 7-8 (cont.)**  
**SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES**

**Agency:** U.S. Department of the Interior, Office of Environmental Policy and Compliance,  
 August 8, 2005  
 Willie R. Taylor (cont.)

**Issue:** Fish and Wildlife Resources (cont.)

<b>Comment:</b>	According to the draft EIS, Alternative 6 would affect the least amount of acres of floodplains and wetlands. In addition, that alternative would also have the third-lowest impact on residences and according the draft EIS, would best balance the expected project benefits with the overall impacts. Accordingly, we have preliminarily recommended selection of Alternative 6 as the preferred alternative. As noted in our prior correspondence and specific comment below, our recommendation for that (or any other) alternative is contingent upon the results of the threatened and endangered species surveys associated with the forthcoming final preferred alternative selected by FHWA and DOTD.
<b>Response:</b>	Comment noted.
<b>Comment:</b>	Consultation required under Section 7 of the Endangered Species Act (ESA) is continuing for the proposed project. Consistent with our October 28, 2004, letter and our March 28, 2005, electronic mail message, such consultation must be completed prior to the completion of the final EIS for the proposed project.
<b>Response:</b>	The Draft EIS committed to completing ESA consultation prior to issuance of the Final EIS. Biological Assessments were conducted on the Draft EIS Preferred Alignment (Line 6) for the Federally-protected Interior least tern ( <i>Sterna antillarum</i> ) and Red-cockaded woodpecker ( <i>Picoides borealis</i> ). The FWS concurred with FHWA's determination that the project may affect, but is not likely to adversely affect these resources and indicated that the consultation requirements under ESA Section 7(a)(2) were fulfilled (see Appendix D, pages D-132 and D-138). In their review of potential revisions to the Draft EIS Preferred Alignment (Line 6), the FWS continued to conclude that the project may affect, but is not likely to adversely affect these resources and that ESA Section 7(a)(2) consultation was complete (see Appendix D, pages D-147 and D-166). The Selected Alignment is Line 6 (Draft EIS Preferred Alignment) with minor modifications. The findings of the ESA consultation are included in Section 4. See Appendix D, page D-132, D-138, D-147 and D-166 for FWS correspondence regarding ESA Section 7 consultation.

Table 7-8 (cont.) SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES	
Agency: U.S. Department of the Interior, Office of Environmental Policy and Compliance, August 8, 2005 Willie R. Taylor (cont.)	
Issue: Fish and Wildlife Resources (cont.)	
Comment:	Consistent with the environmental commitments presented in Section 4.10.1 of the Draft EIS, the Department recommends that detailed surveys of the preferred alternative right-of-way be conducted for the presence of interior least terns and suitable RCW nesting and foraging habitat. Information should be provided in the form of a biological assessment along with a determination of whether the proposed activity is "likely, or not likely, to adversely affect" interior least terns and RCWs. The FHWA and DOTD should request the Department's concurrence with that determination and provide its underlying rationale, in accordance with the applicable consultation provisions of the ESA.
Response:	<p>A biological assessment (BA) for the Interior least tern (<i>Sterna antillarum</i>) was conducted in August 2005 and FHWA determined that the project "may affect, but is not likely to adversely affect" the species. In their November 14, 2006 letter, the FWS concurred with FHWA's determination and indicated that no further ESA Section 7 consultation would be required unless there were changes in the scope or location of the project, or construction was not initiated within one year.</p> <p>A BA for the Red-cockaded woodpecker (<i>Picoides borealis</i>) was conducted in October and November 2006 and FHWA also determined that the project "may affect, but is not likely to adversely affect" the species. In their May 22, 2007 letter, the FWS again concurred with FHWA's determination and indicated that no further ESA Section 7 consultation would be required unless there were changes in the scope or location of the project, or construction was not initiated within one year.</p> <p>In their most recent (September 15, 2010) letter, the FWS again indicated that the project was not likely to adversely affect threatened and endangered species and no further consultation was necessary unless there were changes in the project's scope or location.</p>
Issue: Section 4(f)	
Comment:	The Department notes that the FHWA and the DOTD present only a summary of potentially affected Section 4(f) properties, but provides no analysis of the potential impacts and avoidance measures to reduce harm in the draft EIS. We were unable to locate a specific determination required by Section 4(f) of the Department of Transportation Act of 1966 (as amended) within the Environmental Consequences and Mitigation Section of the draft EIS. However, limited information in Sections 3.14 and 3.15 collectively make reference to Section 4(f), and indicate that no public parks, recreational areas, or wildlife/waterfowl refuges would be affected. Accordingly, we recommend that the final EIS contain a formal determination that includes all Section 4(f) resources.
Response:	The I-69 SIU 15 project will not affect any Section 4(f) properties. A Section 4(f) Resources subsection has been added to the Final EIS Summary and Section 4: Environmental Consequences and Mitigation stating that no Section 4(f) resources are affected by the Project.

<b>Table 7-8 (cont.)</b> <b>SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES</b>	
<b>Agency: U.S. Department of the Interior, Office of Environmental Policy and Compliance,</b> <b>August 8, 2005</b> <b>Willie R. Taylor (cont.)</b>	
<b>Issue: Section 4(f) (cont.)</b>	
<b>Comment:</b>	The Department cannot provide Section 4(f) approval of this project at this time. No specific alternatives to impacts to Section 4(f) properties were developed in this Draft EIS, and not all possible planning to minimize harm to 4(f) properties has been accomplished.
<b>Response:</b>	The I-69 SIU 15 project will not affect any Section 4(f) properties. Therefore, avoidance or mitigation alternatives are not required.
<b>Agency: U.S. Environmental Protection Agency, August 12, 2005</b> <b>John Blevins</b>	
<b>Issue: DOCUMENT EVALUATION</b>	
<b>Comment:</b>	EPA concurs that Alternative G is the environmentally preferred corridor alternative. This alternative has the least potential to cause adverse impact to wetlands.  EPA rates the DEIS as "EC-2," i.e., EPA has "Environmental Concerns and Requests Additional Information in the Final EIS (FEIS)." EPA has identified environmental concerns that may require changes to the preferred alternative or application of mitigation measures that can reduce environmental impact. EPA asks for additional information to be included in the FEIS to complement and to more fully insure compliance with the requirements of NEPA and the CEQ regulations. Areas requiring additional information or clarification include: air quality impacts and conformity.
<b>Response:</b>	Comment noted. Responses regarding air quality and conformity are detailed below.

**Table 7-8 (cont.)**  
**SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES**

**Agency: U.S. Environmental Protection Agency, August 12, 2005**  
**John Blevins (cont.)**

**Issue: AIR QUALITY**

<b>Comment:</b>	Section 3.16 Air Quality, p. 3-33: This section of the DEIS provides limited information on the existing air quality in the region other than to describe the attainment status of each parish. EPA suggests adding additional information with regard to the monitored air quality values for those monitors closest to the study corridor. The EIS should provide discussion on how the requirement for carbon monoxide (CO) hot-spot analysis is being met. Please include a discussion of this requirement in the FEIS.
<b>Response:</b>	<p>Past modeling of Carbon Monoxide (CO) emissions have shown that CO emissions from vehicles are decreasing due to improved technology and emission controls. Louisiana is in attainment statewide for CO. CO "hot spot" analyses, assuming worst-case scenarios, have been performed for many years on similar projects across Louisiana, including the North-South Expressway (I-49 North), with no violations of the National Ambient Air Quality Standard (NAAQS). The North-South Expressway (I-49 North) and I-69 SIU 15 are both 4-lane highways on new location designed to interstate standards in Northwest Louisiana, and have similar traffic volumes. For CO, the NAAQS is 35 parts per million (ppm) for the 1-hour average and 9 ppm for the 8-hour average. It was determined that this project will not violate the NAAQS for CO, as similar projects modeled previously have not demonstrated a violation.</p> <p>This paragraph has been added to Section 4 Air Quality in the Final EIS.</p>
<b>Comment:</b>	Section 4.13 Air Quality, p. 4-41: EPA suggests adding a description of the impact to air quality expected from the construction and operation of the proposed highway, particularly discussion on any mitigation measures under consideration by the sponsors.
<b>Response:</b>	<p>Replaced Air Quality Construction Impacts with the following:</p> <p>The use of fuel-powered equipment will result in increased emissions of CO, nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOC), and particulate matter. Additionally, nuisance dust from roadways may also be a concern in areas on certain construction days, depending on local weather conditions, and the degree and nature of construction activities. Specifications requiring the contractor to tune equipment/motors to manufacturer's specifications will be included in order to reduce air emissions of construction equipment. The Study Area is in attainment for all criteria pollutants; therefore, these minor, temporary adverse effects will not be substantial or require further evaluation or coordination with regulatory agencies.</p> <p>Mitigative dust control measures may include: minimization of exposed erodible earth, stabilization of exposed earth with vegetation, mulch, pavement, or other cover as early as possible, periodic application of stabilizing agents (e.g. water), covering or stabilizing stockpiled materials as necessary, and the use of covered haul trucks. The customary practice of burning tree stumps in the clearing and grubbing phase of construction would also increase particulates and other pollutant emissions. Burning alternatives, such as air curtain destructors (equipment that creates nearly complete combustion of vegetative materials with little or no emissions), sending to landfills or on-site composting, would be considered in areas where nuisance dust and particulates becomes a concern.</p> <p>Also added air quality mitigation commitments to the Summary for engine tuning and burning to reduce construction impacts.</p>

**Table 7-8 (cont.)**  
**SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES**

**Agency: U.S. Environmental Protection Agency, August 12, 2005**  
**John Blevins (cont.)**

**Issue: AIR QUALITY (cont.)**

**Comment:** Section 4.13 Air Quality, p. 4-41: The second paragraph in this section is misleading, as the State Transportation Improvement Plan (STIP) does not undergo a transportation conformity determination per se. Likewise, the Metropolitan Planning Organization (MPO)'s Transportation Improvement Program in these parishes is not subject to conformity. Regardless, inclusion or exclusion from the STIP does not affect the need for a micro-scale analysis of air quality. We suggest this paragraph be clarified or eliminated. Also, since the STIP generally includes only those near-term projects that have met the criteria for financial constraint and for which funding has been dedicated, it seems unlikely that this project would be included. Please confirm in the FEIS.

**Response:** The second paragraph in Section 4 Air Quality has been deleted.

The Project is included in the Northwest Louisiana Long Range Transportation Plan Update (2009-2030) Long Range Program (Federal Fiscal Years 2016-2030), and was added to the 2010 Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP), for engineering/design in FY 2012 through MPO administrative action on February 27, 2012. FHWA approved the STIP amendment on March 28, 2012.

**Agency: Louisiana Department of Transportation and Development, September 6, 2012**  
**Jason Lacombe, Railroad Construction**

**Issue: RAILROAD CROSSINGS**

**Comment:** It is recommended that we look at the possible impacts that may occur to existing crossing due to this project. We may need to perform safety improvements on existing crossings if traffic patterns change. The railroad companies may also require us to examine the possibility of consolidating existing crossings in order to create a new one.

**Response:** NLCOG Traffic Demand Model (TDM) 2030 No-Build and Full Build traffic volumes were reviewed at roadways with existing at-grade rail crossings in the vicinity of the Selected Alignment. The at-grade crossings at roadways with traffic volume increases (2030 Full Build vs. 2030 No-Build) were reviewed and all currently utilize active traffic control devices. Incremental traffic volume changes as I-69 is constructed as well as construction of other proposed federal and state actions in the region such as the LA 3132 (Inner Loop Extension) and other planned regional transportation improvements may influence whether at-grade crossing safety improvements are warranted. DOTD will coordinate with NLCOG, the Regional MPO, on when/how any identified improvements are funded and implemented.

Table 7-8 (cont.) SUMMARY OF DRAFT EIS AGENCY COMMENTS AND RESPONSES	
Agency: Louisiana Department of Transportation and Development, September 18, 2012 Jody Colvin, Joy Johnson, E.I., Traffic Engineering	
Issue: INTERCHANGE RAMPS	
Comment:	The plans should show a turn lane for each on-ramp with a minimum 50 ft. storage length.
Response:	Conceptual interchanges illustrating general ramp configurations were developed to establish a "footprint" for determining environmental impacts. Detailed interchange design, including ramp geometry, number of lanes and storage requirements will be determined during final design.
Comment:	We recommend installing roundabouts where the interchange ties into 4-lane divided roadways.
Response:	Conceptual interchanges illustrating general ramp configurations were developed to establish a "footprint" for determining environmental impacts. The final interchange configurations, including ramp ingress/egress will be determined during final design.

Source: Michael Baker Jr. Inc.

Table 7-9 SUMMARY OF DRAFT EIS TRIBAL COMMENTS AND RESPONSES	
Agency: Chitimacha Tribe of Louisiana, July 20, 2005 Kimberly S. Walden, Cultural Director	
Issue: DOCUMENT EVALUATION	
Comment:	Bossier, Caddo, and DeSoto Parishes are not part of the Chitimacha Tribe of Louisiana's aboriginal homeland; therefore, we defer comment to the Caddo Nation, Alabama-Coushatta Tribe of Texas, Coushatta Tribe of Louisiana and the Jena Band of Choctaw Indians who can provide you with any information necessary.
Response:	Comment noted.

Source: Michael Baker Jr. Inc.

**Table 7-10  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

**COMMUNITIES AND ORGANIZATIONS (in chronological order)**

Name	Comment	Response
DeSoto Parish Police Jury July 27, 2005	<p>Now therefore, be it resolved that the DeSoto Parish Police Jury proposes to DOTD that grade separations be provided along the preferred I-69 alignment at parish roads bisected by the preferred I-69 alignment, including Linwood Avenue, Bethel Road, and Stonewall-Frierson Road so that existing traffic circulation and access is maintained.</p> <p>Be it further resolved that the DeSoto Parish Police Jury proposes to DOTD that a frontage/access road be constructed between Bloxom Road and Ellerbe Road (in Caddo Parish) in lieu of a grade separation either on I-69 or Old Church Road, to maintain access to properties and residents along Old Church Road bisected by the preferred alignment of I-69 and to other properties bounded by KCS Railroad to the west, Wallace Lake to the north, Wallace Bayou to the east, and the preferred I-69 alignment to the south, construction of the frontage/access road will, in doing so, create a more regional benefit by providing a connector between portions of DeSoto Parish with portions of Caddo Parish north of I-69.</p> <p>Be it further resolved that the DeSoto Parish Police Jury proposes to DOTD that an interchange be constructed at the crossing of the preferred I-69 alignment with Ellerbe Road in order to maximize the availability, utilization and efficiency of I-69 for freight and people destined in to and out of the northeast portion of DeSoto Parish.</p>	<p>Grade separations (overpass or underpass structures) are provided at Linwood Avenue, Bethel Road, and Stonewall-Frierson Road.</p> <p>A frontage/access road would be provided between the Frierson area and Ellerbe Road. The proposed connection at Bloxom Road would be evaluated as part of the engineering studies. After construction, the frontage/access road would be turned over to the local municipalities.</p> <p>An interchange at Ellerbe Road cannot be provided because it would conflict with the long-term transportation plan for the region.</p> <p>The Shreveport-Bossier Metropolitan Area Transportation Plan Update 2001-2025 identified the Inner Loop Extension (LA 3132) from Floumoy-Lucas to I-69 as a long-range improvement to the regional transportation system.</p>



**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>COMMUNITIES AND ORGANIZATIONS (in chronological order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
DeSoto Parish Police Jury (cont.) July 27, 2005		<p>The Inner Loop Extension will be a 4-lane highway connecting to I-69 via an interchange located between Ellerbe Road and LA 1. If an interchange at Ellerbe Road were added there would be insufficient room to add the Inner Loop Extension interchange while satisfying highway design standards.</p> <p>If determined necessary by the NLCOG for the regional transportation needs, indirect access from Ellerbe Road to I-69 might be accomplished via a future connection to the Inner Loop Extension.</p>
Smith, William C. Mansfield	A resolution was adopted by the DeSoto Parish Police Jury in a special meeting held on Wednesday, July 27, 2005 supporting the grade separations at the intersections of I-69 with Linwood Avenue, Bethel Road, and Stonewall-Frierson Road, and also an access road to run from the Bloxom Road to Ellerbe Road (in Caddo).	Comment noted. See above response to the DeSoto Parish Police Jury comment.
Louisiana State University Agricultural Center June 15, 2007 letter to US Senator Mary Landrieu	<p>Dear Senator Landrieu:</p> <p>The LSU Agricultural Center needs your help to divert the proposed route of Interstate 69. As you were made aware during visits from representatives of the Louisiana Farm Bureau last week, the current plan calls for I-69 to pass through and have an interchange on the site of the LSU AgCenter Pecan Research and Extension Station located south of Shreveport, Louisiana just off of LA Highway 1.</p>	Shifts to the Draft EIS Preferred Alignment (Line 6) and reconfiguration of the LA 1 interchange to avoid Station impacts were considered. Several meetings were held with LSU AgCenter representatives, and a meeting also held March 25, 2010 with the MPO's Transportation Policy Committee. Alternatives to avoid the Station following an alignment along the Preferred Corridor's northern route through the Port of Shreveport-Bossier were not feasible.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>COMMUNITIES AND ORGANIZATIONS (in chronological order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Louisiana State University (cont.) Agricultural Center June 15, 2007 letter to US Senator Mary Landrieu	<p>This route would result in closure of this facility, which contains several research orchards and 15 offices and buildings, and virtually eliminate the pecan research program. Even though a monetary settlement would be paid for relocation, it is unlikely that reestablishment would occur because of the time involved in development of new research orchards. It takes approximately 10 years to establish new orchards to the point where meaningful research can commence. The life span of pecan orchards is measured in decades, and research orchards are generally replanted once in a lifetime.</p> <p>The research station has been in continuous operation since 1930 (USDA) and under the management of the AgCenter since 1973. It represents the only land grant university research station devoted solely to pecan research and extension programming to support the pecan industry, not only in Louisiana but in the mid-South states and the entire southeastern pecan growing region. The research and extension activities conducted by the scientists at the station have made significant contributions to maintaining the sustainability and profitability of a \$300 million industry in United States, before value-added effects. Pecans are grown in 39 Louisiana parishes and are commonly found in the home-owner landscape.</p>	<p>Two additional alignments were developed. Line 6R minimized Station impacts and Line 6-2-6 (within the Preferred Corridor's southern route) avoided Station impacts. These two alignments and Line 6 (Draft EIS Preferred Alignment) were presented for stakeholder review August 2 and August 3, 2010.</p> <p>In their September 6, 2011 letter, LSU informed DOTD that as a result of a continuing decline in state appropriations, LSU has decided to close the Station and withdrew their opposition to the Draft EIS Preferred Alignment (Line 6). No timeline for closing the facility was cited.</p>

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>COMMUNITIES AND ORGANIZATIONS (in chronological order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Louisiana State University (cont.) Agricultural Center June 15, 2007 letter to US Senator Mary Landrieu (cont.)	If I-69 maintains its proposed route through the research station, it will drastically impact, and probably end, a nationally recognized agricultural research and outreach program that has been in existence for decades. We respectfully request that the decision to route I-69 through the LSU AgCenter Pecan Research and Extension Station be reconsidered because loss of this facility would have a negative effect on commercial pecan production in Louisiana and the southeastern states. Thanks in advance for your cooperation, and please contact my office if you have any questions.	
<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Steve G. Kirkikis July 20, 2005 (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)	<p>This Draft Environmental Impact Statement, the EIS, is flawed and should be rejected because:</p> <p>(a) the study area does not include the City of Shreveport and Bossier City in violation of Section 1105(c) 18 of the Intermodal Surface Transportation Efficiency Act of 1991 which specifically states that I-69 shall run, "through... Shreveport and Bossier ...", regardless of any conditions from studies and testimony that I-69 by-pass Shreveport.</p>	<p>(a) The Transportation Equity Act for the 21st Century (TEA-21) officially changed Corridor 18 to I-69 and amended the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) specifying that I-69 in Louisiana shall follow the alignment generally identified in the Corridor 18 Special Issues Study. This study identified the location and route configuration through the Shreveport urbanized area as:</p> <ul style="list-style-type: none"> <li>• Interchanging with I-20 on the east side of the urban area (near Haughton)</li> <li>• Passing along the eastern edge of Barksdale Air Force Base</li> <li>• Crossing LA 1 just north of the Caddo-Bossier Port</li> </ul>

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
<p>Steve G. Kirkikis (cont.) July 20, 2005 (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)</p>	<p>(b) this EIS does not adhere nor follow the requirements of the Federal Highway Administration Fiscal Constraints nor addresses the issue as to whether financial resources from public and private sources are reasonably expected to build and maintain the proposed I-69 SIU 15. Since no federal-aid highway funds and no exemption from obligation limitation are available and no state funds are available and committed to I-69 SIU 15, nor in Louisiana obligating a portion of its obligation limitation to I-69, nor are there any federal funds from Congress for I-69 SIU 15. The only recommendation that can be made is the "no build" alternative. If this EIS does not consider funding of I-69 as one of its function, then that is another fatal flaw to this Draft EIS.</p>	<ul style="list-style-type: none"> <li>• Interchanging with I-49 south of the urban area, and</li> <li>• Continuing westerly to an interchange with US 171</li> </ul> <p>The Study Area adopted for the I-69 project, and the corridors and alignments developed as part of the Environmental Impact Statement, are consistent with this legislative mandate.</p> <p>In their December 11, 2001 letter to Mr. Kirkikis, US DOT reaffirmed that the legislation does not mandate routing the alignment through the City of Shreveport or Bossier City (see inset below).</p> <p>(b) Fiscal Constraints date back to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Although the Federal Highway Administration, in conjunction with the Federal Transit Authority issued regulations in October 1993 to reflect ISTEA requirements in metropolitan and Statewide transportation planning, the recent interim guidance is intended to reiterate the importance for metropolitan long-range transportation plans, as well as metropolitan and Statewide Transportation Improvement Programs, to reflect reasonably available revenue sources (Federal, State, local, and private) in balance with capital, operating, and maintenance costs associated with the surface transportation system.</p>

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
<p>Steve G. Kirkikis (cont.)  July 20, 2005  (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)</p>	<p>(c) EIS admits that there is no traffic in the selected corridor and only 7,000 trucks daily are expected on the selected corridor in 25 years in the year 2030. Whereas there are over already 7,000 vehicles per day now on Louisiana 3132, LA 526, LA 511 located in Shreveport. Thereby illustrating that I-69 SIU 15 is being planned to be built in the wrong location. I-69 SIU 15 should be located on these existing heavily traveled traffic corridors in Shreveport, relieving the existing heavy traffic in the southern part of Shreveport.</p>	<p>The Northwest Louisiana Council of Governments (NLCOG) is the designated Metropolitan Planning Organization (MPO) for transportation planning in the region. MPO's are required by the legislation to prepare a transportation plan for their metropolitan planning area and demonstrate how the adopted transportation plan will be implemented, identify public and private sources that are reasonably expected to be available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The Project is included in the NLCOG long-range (LRTP-2030) and short-range (2011-2014 TIP) roadway and transportation plans.</p> <p>(c) The NLCOG is responsible for both long- and short-range roadway and transportation plans, selecting and approving projects for federal funding based on regional priorities, and developing ways to reduce traffic congestion in the Shreveport-Bossier metropolitan area.</p> <p>A 1991 City of Shreveport study evaluated extending LA 3132 (Inner Loop) initially to LA 1 south of the urbanized areas and ultimately crossing the Red River and connecting with US 71 and I-20 as a means of relieving existing and anticipated future traffic congestion.</p> <p>The Shreveport-Bossier Long Range Transportation Plan Update 2009-2030 identifies I-69 as passing southeast of and beyond the Shreveport-Bossier City metropolitan area and crossing I-20 east of Haughton.</p>

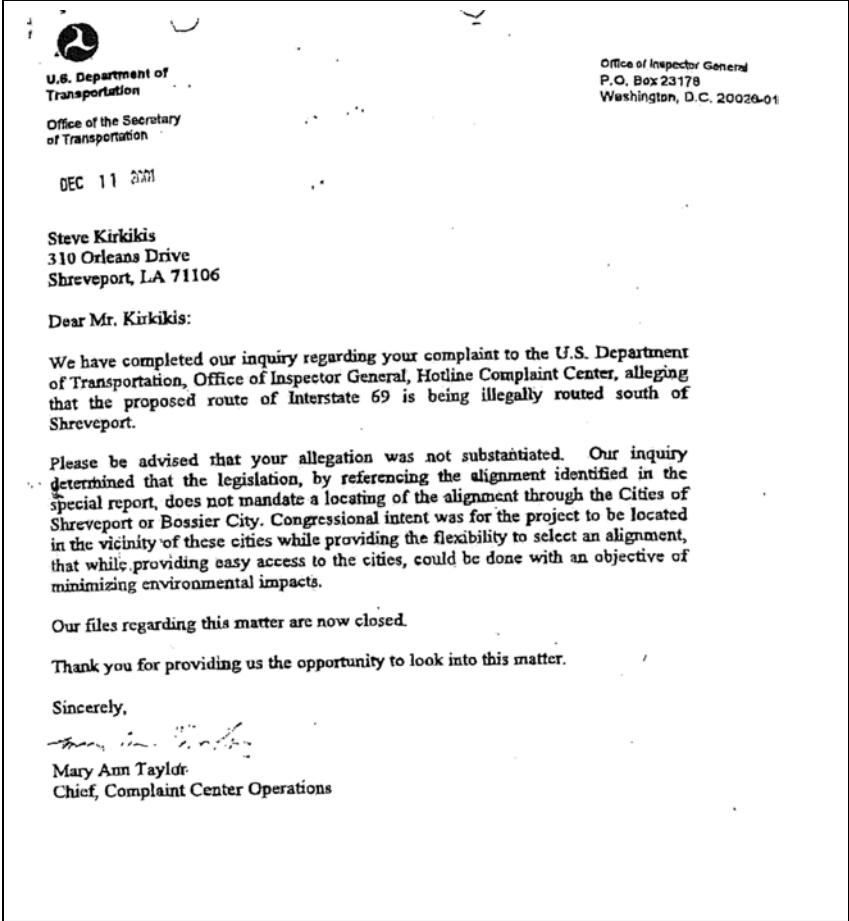
**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Steve G. Kirkikis (cont.) July 20, 2005 (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)	<p>(d) the selected corridor will destroy thousands of trees and do more harm to the environment than on existing traffic corridors in Shreveport. There was no comparison of the damage to the trees between the selected corridor and the corridors that exist in the southern part of Shreveport;</p> <p>(e) this Draft EIS prejudices and discriminates against the more than 300,000 Shreveport/Bossier City citizens who experience heavy east/west traffic every day as compared to the Shreveport Bossier Port and its minuscule daily traffic count. This Draft EIS places an excessive amount of importance to the pseudo-needs of the Port and totally ignores the transportation economic needs of the 300,000 citizens of Shreveport and Bossier City.</p>	<p>Findings of a 1992 compatibility study concluded that the proposed I-69 Corridor through the Shreveport-Bossier area was highly compatible with the LA 3132 (Inner Loop) extension and could readily be incorporated as part of the Region's southeast loop system. These study findings were incorporated into and became part of the Corridor 18 (National I-69) Special Issues Study.</p> <p>The compatibility Study identified I-69 as passing southeast of and beyond the Shreveport-Bossier City metropolitan area, through the Port of Shreveport-Bossier and crossing I-20 east of Haughton. See response above regarding the Special Issues Study.</p> <p>(d) The SIU 15 location and environmental studies focuses on minimizing environmental impacts within the corridor identified in the Special Issues Study while satisfying the established national, region and local purpose and need.</p> <p>(e) The NLCOG is the designated Metropolitan Planning Organization for transportation planning in the region. The Shreveport-Bossier Metropolitan Area Transportation Plan Update 2009-2030 identifies I-69 as passing southeast of and beyond the Shreveport-Bossier City metropolitan area and crossing I-20 east of Haughton.</p>

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
<p>Steve G. Kirkikis (cont.)  July 20, 2005  (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)</p>	<p>The selected corridor for I-69 SIU 15 has no traffic and does not enhance the economy and transportation needs of Shreveport and Bossier City. No studies have been conducted to show that it does otherwise. Much of this Draft EIS is based on out dated data and reasons from misdirected studies of the 1990s.</p> <p>Furthermore this Draft EIS has been conducted in direct violation of the Federal Highway Administration Fiscal Constraints and in violation of the provisions or requirements of Section 128, Title 23 of the United States Code</p> <p>The Environmental Impact Statement should be conducted as: (1) To include Shreveport and Bossier City and the study area. (2) Provide for federal and state funding sources that are reasonably expected to pay the cost of construction of I-69 through Shreveport and Bossier City on existing traffic corridors, in ten years by the State of Louisiana obligating each year. \$40 million dollars of its annual federal-aid highway obvious limitation to I-69. Lastly, \$10 million dollars of state highway funds to provide Louisiana's 20 percent share. By conducting an EIS in this manner, selecting a corridor for I-69 SIU 15 on existing right-of-way corridors on either LA 3132, LA 526 and North LA 511, I-69 Section of Independent Utility 15 can be completed in 10 years.</p>	<p>See above response regarding fiscal constraints.</p> <p>An EIS is not a commitment of future federal funds.</p>

Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED

INDIVIDUAL ORAL COMMENTS (in order of actual comment)		
Name	Comment	Response
Steve G. Kirkikis (cont.) July 20, 2005 (A nearly identical oral comment was also given by Mr. Kirkikis at the July 21, 2005 Public Hearing)		
Herb T. Jeane July 20, 2005	I have 500 acres located at the end of Jones Road in Houghton, Louisiana. The proposed highway is going to take approximately one acre of that land, which would cut me off completely from the other 499 acres. My question that I would like someone to see me on is: Are they going to take one acre of land and then build me an overpass to get to the rest of it, which I don't think they would want to do. Are they going to make me a service road entry, or would it be advisable maybe to move a little further west and leave my one acre alone and that way they wouldn't have to make me an access road to it.	Property access to your 499 acres might be accomplished by relocating the existing access further east on Jones Road or to McCoy Lane. Individual property access issues would be conducted as part of future rights-of-way studies. These studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts.



**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Marvin J. Kirby July 20, 2005	How do I get this highway moved 100 yards east from where it's at? I live at 355 Gator Lane and it's coming right through my front yard. They came in and flagged the center, proposed center line of the interstate highway, and its right through my front yard. They got my trees flagged. But I got five acres in front of that that's nothing there, you know, if they just moved it that far. That's it basically.	The alignments near Gator Lane were developed to minimize residential impacts along LA 164 and environmental impacts associated with Clark Bayou. Moving the highway 100 yards to the east would increase wetland and longitudinal floodplain impacts at Clark Bayou.
Robert W. Jackson July 20, 2005	Until they get 49 finished and published, why are we worried about 69? We've already got 49. If they want a loop to the Port, let them run it off of 49. Use 49, come into 20 and use 20, get up there. And stop spending my money for stuff that just doesn't need to be done. Now who do you take it to after I tell this to you? Somebody put some logic in this thing.	Comment noted.
Joe Sims July 20, 2005	No matter which route you take on that, you're very close to the Haughton City limits and there's no place to get off into the city, and that's a large residential area and it's, you know, a commercial area. It's a large city. It's a good-size city. There should be an exit somewhere there to get off and get in town, without having to go around all I-20 or the highway. It should have its own exit. It's a large populated area and it's a large residential area. If you would put that -- you're going within the city limits on the south side of Haughton and you've got an overpass there on Mount Zion Road, if they'd just make an exit there that could be a Haughton exit, which would put you right in Haughton city limits. And it would also give you quick access to two state parks over at Lake Bistineau that you get to going down Camp Zion Road within about ten miles. So you'd have a Haughton city limit exit and also an exit to two state parks on Lake Bistineau by making that an exit instead of an overpass. And you wouldn't have to travel 15 or 20 miles out of the way to get to Haughton when you're going right through it.	Interchanges are provided at I-20 and LA 157 to service Haughton. Throughout the development of the project, the DOTD and the FHWA have worked closely with both local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization, to identify interchange locations that will adequately serve the metropolitan area.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Lewis Congur July 20, 2005	Let me just explain what I want to tell you and then you can write it as you see fit. I have an 50-acre tract that's located right here. (Marking map)You can't see but there's the property line right through there. My only road frontage is right there (Marking map), otherwise I'm totally surrounded, landlocked. All the right-of-ways, except Line 3, cut me off from access to the public road. So my comment is that if possible, in this particular area, Line 3 is my preference. Otherwise, I end up with probably 30 acres that's completely worthless, useless.	Your current property access if from Camp Zion Road. Camp Zion Road will remain open under all the alignments presented in the Draft EIS. Access to your property might be accomplished by relocating the existing access along Camp Zion Road. Individual property access issues would be conducted as part of future rights-of-way studies. These studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts.
Al Frazier July 20, 2005	Keep up the good work and 6 is fine.	Comment noted.
Linda Frazier July 20, 2005	I think preferred Line 6 is great. Keep up the good work. I know you've worked hard. Thank you for your consideration.	Comment noted.
Candy Elston July 20, 2005	This is to whomever it concerns. I'm Candy Elston and we're members of the Elm Grove Baptist Church and we had heard earlier that this highway was going to come into our church that had been there since the 1940s. So we bought more land and started another church, and it's between Taylor Town and Caplis Sligo Road. And we have put a lot of love and care into this building, and we just beg and plead for you to consider our location. We've been told that it was moved -- if the highway was moved over 500 feet that it would miss our church. And we beg for you to consider that possibility. But we have faith in the Lord and we know everything is going to work out okay because we've done everything he's told us to do. And we appreciate YOU having these meetings to let us know on or about what may take place. Thank you.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Dennis Spearman July 20, 2005	We the people at Elm Grove Baptist Church would ask the I-69 Committee to consider moving the church approximately 500 feet to the southeast in order to allow the church to maintain it's existing property. We feel like that the area which we have now is strategically located for the growth of the south Bossier area in conjunction with other Baptist churches. And looking at the map or the corridors that we see, we hope that there can be some minor adjustments made. It's not something we're asking the I-69 Committee to totally redo. We feel like that there's minor adjustments that could be made and that would maintain our existing property for the growth that we feel like will begin in the south Bossier area. Our church is not there for any reason of personal gain. It's there to be an organization to help the community and help people to deal with everyday life and their problems. We just would, again, strongly ask the I-69 Committee to please look at that and if there's any way possible to make those adjustments necessary so we can maintain the property we now have.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Bobbie Branch July 20, 2005	We're just asking that the people that's going to make the decision would consider moving the exit for 71 about 500 feet south of us enabling Elm Grove Baptist Church to remain intact. The people in that area enjoying having a church that close to them, and we would appreciate it if you would take this into consideration. Thank you.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Ron Eastridge July 20, 2005	All right. I'll just make a statement and let it go, I guess. Where I live at is 111 Pine Hill Road, Elm Grove, Louisiana and I would like to see this thing miss my house. I also go to Elm Grove Baptist Church on Highway 71, which address is considered to be Bossier City, Louisiana. This is a new church and we're trying to grow in south Bossier and I would like to see it move 500 to 600 feet south or north hopefully. Thank you.	The property located at 111 Pine Hill Road is not directly impacted by the project. Lines 2, 4 and 5 pass to the east of the property. Lines 1, 3, and 6 (Preferred Alignment) pass to the west.  The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Mrs. Ron Eastridge July 20, 2005	Not the church moved, the highway moved.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Ron Eastridge July 20, 2005	Yes, the highway. I want to see the highway moved.	Comment noted.
Mrs. Ron Eastridge July 20, 2005	See our church was, a couple years ago, three or four years ago, was in a proposed area, so we sold that and built up there. And now they've changed the proposed area. And we're growing, our church is growing. And we don't want to -- we don't want to have to move our church. We feel like we're where God wants us to be because we're bringing in people and where in an area with other churches and all. And we're growing together, growing with south Bossier and all, so we want to stay where we are.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Billy Flowers July 20, 2005	My name is Billy Flowers. I'm the Pastor at Elm Grove Baptist Church. Your preferred route is going right through the middle of our church and my home. I'm not concerned about the home, but we're the only Southern Baptist Church in the southern part of the parish or at least in that general area and have a viable need to be there. We have grown since building the new location, which we moved primarily to miss the other spot that you guys were going to come through and we moved right in the middle of you by accident. But the bottom line is, since we have moved, we have more than double in size. We have plans to build additional youth facilities and things of that nature to reach youth in the back, plans for a food pantry and clothing distribution all out of that facility. So there's a lot of things we have on the table to offer that community. Relocation would be extremely difficult as a result of the fact that land is very hard to come by and especially being able to get in the type of location that we're in. We're not opposed to the project. We think it's a great idea. The only thing that we want you to do is to move the exit ramp 500 to 700 feet to the south. If you will do that, you'll miss my home. You'll miss the church. We'll be able to stay there. And from a location standpoint, we'll be sitting right at the exit ramp, which will be great for us also. It's still far enough north to satisfy all the politicians and the people that want it there. 700 feet is not going to make that much difference. And the amount of curvature in the road when you get to that point would be minimal at best. Thank you for your time. I appreciate it.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Jimmie Hudson July 20, 2005	I'm just asking that you might consider re-aligning the Highway 71 interchange to where it would not affect Elm Grove Baptist Church. Looking at your map, I don't see where it would be an extra expense added to it. I think it would be cheaper just to save on having to buy the church.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Rusty Curtis July 21, 2005	I prefer the Southern route. I think that it will help Shreveport grow a little bit better if we have it, you know, on the Southern route, plus personally it will affect me less if its further south.	Comment noted.
Leroy Solice July 21, 2005	My name is Leroy Solice. I live at 2718 Alvin Lane. I have property at 171 Los Adais Road, L-o-s A-d-a-i-s, in Frierson, and I would like to suggest that they put an exit on the Stonewall-Frierson Road. I don't know exactly where, but close by the 90-degree curve where you turn to go into Frierson, the Quarter Horse Farm, right by the Quarter Horse Farm.	An interchange is provided at I-49, which will provide access to/from Frierson via Stonewall-Frierson Road and its interchange with I-49. Throughout the development of the project, the DOTD and the FHWA have worked closely with both local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization, to identify interchange locations that will adequately serve the metropolitan area.
Rocio Flores Moss July 21, 2005	My name is Rocio Flores Moss. My comment is that it's going to cause environmental changes that can't be reverted, and in Louisiana there's too much happening already, so I'm opposed to the route that it's taking because that's cutting right through one area that is still left that is like Louisiana.	Comment noted.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL ORAL COMMENTS (in order of actual comment)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Hank Moss July 21, 2005	My name is Hank Moss. My comment is that I was born in Ruston, Louisiana. We moved from Southern California to here after acquiring 65 acres in the country to be away from highways and people, and so naturally it's somewhat distressing to me that this is going to come so close to my property. It's within a couple of miles. I'll be able to hear it and smell it, and I don't like it. Of course, that's an entirely selfish and subjective view, but you wanted verbal comments and that's mine.	Comment noted.
<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Branch, Bobbie Bossier City, LA	Please move I-69 a minimum of 500 feet south where it intersects with Highway 71. Thus allowing Elm Grove Baptist Church to remain intact, this a newly built Church and a very good location for the citizens in this area.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Branch, Dean L. Bossier City, LA	Please move the present Proposed I-69/Highway 71 exit at least 500 feet south. This will enable Elm Grove Baptist Church to remain at its present location. The citizens in this area are proud to have a church at this location. I am not trying to stop your Interstate, I am only asking for it to be moved 500 feet south.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Britt, Mary E. Haughton, LA	I have attended the meetings in Minden and Haughton. I was told in the Minden meeting to contact the Haughton area. My children and I own property near the proposed interchange between I-20 and I-69. I-20 cuts our property into 2 sections. I would like to request an access/frontage road to our property.	No properties owned by Mary E. Britt were identified within the Preferred Corridor and the comment indicates that I-20 divides the property. Unless the property was recently acquired, it is most likely that this parcel will not be affected as a result of this project.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Britt, Mary E. (cont.) Haughton, LA		Individual property access issues would be conducted as part of future rights-of-way studies. These studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts. If the property is affected, an evaluation would be as part of the rights-of-way studies.
Britt Melton, Sherron Winfield, LA	Our property, listed under Mary E. Britt is located near the proposed interchange between I-20 and I-69. We are interested in getting an access/frontage road to/by our property. I-20 cuts the property into two parts. Access to this southern portion is very important.	<p>No properties owned by Mary E. Britt were identified within the Preferred Corridor and the comment indicates that I-20 divides the property. Unless the property was recently acquired, it is most likely that this parcel will not be affected as a result of this project.</p> <p>Individual property access issues would be conducted as part of future rights-of-way studies. These studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts. If the property is affected, an evaluation would be as part of the rights-of-way studies.</p>
Clement, Richard Elm Grove, LA	I-69 be relocated 700 Yards south of Highway 71.	It is assumed your comment is in regard to the north crossing of US 71. Relocating the project 700 yards south would locate the interchange outside of the Preferred Corridor, result in undesirable crossings of the Flat River, Red Chute Bayou and its tributaries, and potentially impact a mobile home park on LA 527 near Ranchtown Road.



**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
<p>Elm Grove Baptist Church  Form Letter:</p> <p>Anderson, Charles  Anderson, Loyce  Baird, Rebecca  Barker, W.A.  Branch, Bobbie  Brannin, Chrissi  Brown, Harry  Brown, Linda  Brown, Tonya  Bruce, Tyler  Carter, Juanita  Carter, Merl  Cecil, Erica  Cheatwood, Ben  Cheatwird, Lynette  Christina  Clark, Bonnie  Clement, Carey  Clement, Lacey  Clement, Lisa  Clement, Richard  Cooksey, Bryan  Dell, Mary  Domize, Matt  Eastridge, Ron  Eastridge, Sarah  Elston, Candy  Elston, Joe  Elston, Margie  Elston, R.D.  Flowers, Rev. Billy  Flowers, Paul  Flowers, Sharon  Frazier, Jamie  Fondree, Kayla  Green, Jeanette  Guyor, Brenda  Hardy, Betty</p>	<p>It has come to our attention that the Preferred Alignment for the I-69 SIU 15 corridor passes through our church, Elm Grove Baptist. Elm Grove is a small, yet steadily growing church in southwest Bossier Parish. The church is located directly within the proposed interchange of I-69 and US Highway 71.</p> <p>Early in 2000 our church began to feel some growing pains and started to look at our options of expansion or movement. During this process it became known to us that our current location was in the middle of the Corridor A Study Area for I-69. With this in mind, the church began to search out a new location within the same community. On January 31, 2001 Elm Grove Baptist Church purchased approximately 15 acres 3 miles north of the then-current location and began the process of designing and building a new facility. Elm Grove Baptist Church moved into this new location in February 2004.</p> <p>Our recommendation would be for a more southern alignment. However, we understand the desire of many for the more northern alignment. If the current Preferred Alignment is selected, Elm Grove Baptist Church will be impacted greatly. We would like to work with the Department of Transportation and Development to see if the proposed interchange with US Highway 71 could be shifted slightly (some 500 to 700 feet) in order to preserve our new facilities. We feel that this is not an unreasonable request and are certain that a solution can be reached.</p>	<p>The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.</p>

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Elm Grove Baptist Church Form Letter: (cont.) Hardy, Scott Harrell, Kay Haus, Lauren Horne, Ethan Horne, Susan Hudson, Jimmie Hudson, Sherry Johnson, Evelyn Jones, Lisa Kent, Wanda Kortus, Jesse Lockey, Billy Lott, Diana Lott Elizabeth Lott, Joyce Lott, Kevin Lowrey, Ken Lowrey, Kayla Lowrey, Pam Lowrey, Travis Marriott, Weston Martivich, Brent McComic, Tracy Megee, Amye Megee, David Middleton, Carleon Middleton, Charles Middleton, Rebecca Patrick, Casey Patterson, Ben Patterson, Lisa Patterson, Nicholas Plummer, Emily Plummer, Tanner Provost, Bobby Provost, David Sanderson, Harold Schales, Elizabeth	<p>Southwest Bossier Parish is a growing area. We have experienced this growth since moving into our new location. We have added approximately 65 new and active members to our church family, which is roughly 20% of our church membership. We as a church feel a calling to continue serving this area. We have planned, a multi-purpose facility, for the youth of our community, complete with sound, capable of hosting concerts, a kitchen, capable of serving hundreds, and a food bank, capable of helping families during crisis.</p> <p>We would like to thank you for your cooperation and assistance with this effort.</p>	

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Elm Grove Baptist Church Form Letter: (cont.) Seder, Anna Sparks, Nell Sparks, Sam Spearman, Dennis Spearman, Mrs. Tina Sutton, Debra Sutton, Steve Taylor, Shane Thomas, Shawn Wade, Melba Waters, Dianna Wells, Anne Wade, Joe		
Farnell, Louis and Terry Frierson, LA	<p>We were informed as of today I-69 is coming here. We bought land and a doublewide 5 months ago to move here in Frierson. We lived in Broadmoor off Youree Drive in Shreveport for 15 years- sold our house to move to the country. We went thru so much and gave up so much to make this move. We had 17 years worth of things to move-rented storage building for 6 months-3 to be exact-we spent our life savings to get here and now we may be asked to give it all up again! We just spent 5,000.00 on wood for porches and decks and spent money for dirt to be hauled in-we've cashed in our 401-K and sold our boat to have the money to do all this-for a peaceful life in the country. It has just about killed us both to do this and get this piece of land livable! Why didn't someone tell us 6 months ago? In ten years we will both be 56-and are you going to pay us what we've spent up to that time? Will I get back the money sunk into this so far? What happens to all we've invested in this place? It appraised for 20,000 more than what I paid for it when we closed 5 months ago-will it be worth that much in 10 years?</p>	<p>The location and environmental study for the project was initiated by the DOTD in April 2001 and initial public meetings held in June 2001. We cannot comment on why you were not informed of this study prior to purchasing your property.</p> <p>The DOTD Acquisition of Right of Way and Relocation Assistance Policy is included in the Draft EIS Appendix K. It addresses the right of way acquisition and relocation process and may answer many of your questions. Alternately, you can obtain answers to your questions by contacting the DOTD District 04 Real Estate Office at (318) 549-8455.</p>

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Farnell, Louis and Terry (cont.) Frierson, LA	I have lots of questions. Are you going to pay to move me, to pack my house, move my barns and sheds, we just did all of this. It was not easy. Plus work 2 jobs and take care of children and tent to business. It's enough to make you crazy, and now that we see some sort of light at the end of the tunnel, you say we may or may not have to move. Do we sink another 5 or 10,000 into this place and then you only pay the pay-off? What are we suppose to do? Stop any further improvements, or go ahead with life? As it may happen or it may not. We need to know. I know the people that do this is nothing to them. It's everything to us. We need some definite answers. Do we just do minor things until you show-up one day? Would you do anymore? We've already sunk everything into this place. Are we going to have to start all over, Again? We would like to be better informed about this.	
Gilmartin, Carla & Thomas Elm Grove, LA	Why can't you use Alternative Corridor #2 or 4, there is less homes on those corridors than on the Preferred #6, 1, 3 & 5. You can always curve the road around to get closer to the Port. I realize it would cost a little more money to do this but would be a lot better way, after all our tax dollars pay for this.	Line 6 was identified as the Preferred Alignment in the Draft EIS (the Line that best balances the project benefits and the resultant environmental impacts) by the DOTD and the FHWA in consultation with Federal resource agencies, local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Hayes, Bobby Frierson, LA	When, or if I-69 is build, there needs to be turnarounds placed between the East and West bound lanes of traffic to allow Emergency Vehicles to get to Vehicle Accidents, Grass Fires, etc form either direction. As our Fire District only has access to the proposed I-68 at I-49, we need to be able to change from East to West bound lanes without having to go all the way to Highway 1 in Caddo Parish to turn around. We need emergency turnarounds about every 1-1.5 miles apart, at the longest.	Current design standards specify that emergency crossovers should be provided on rural freeways where interchange spacing exceeds 5 miles to avoid extreme adverse travel for emergency and law enforcement vehicles. Between interchanges emergency crossovers should be spaced at 3- to 4-mile intervals.  The distance between interchanges for the Project, except between LA 1 and US 71, exceed 5 miles. The number and location of emergency crossovers will be addressed during final design of the highway.
Heard, Robert J. & Loretta B. Gloster, LA	As close as the highway is coming to our house and on the corner of our property, we would like to know we had the opportunity to relocate. We do not want to live with a highway (4-lane) running by our back door. If it's coming that close, we would rather it take all of our home place.	Comment noted.
Hodge Jr., John N. Shreveport, LA	This Interstate needs to go south of the Port. We need to look 20-30 years down the road "not 5 years". The growth of the city will be at the North Side of the Port in a few years. Put the road south of the Port for less congestion.	Line 6 was identified as the Preferred Alignment in the Draft EIS by the DOTD and the FHWA in consultation with Federal resource agencies, local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization because it best balances the project benefits and the resultant environmental impacts.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Hoffman, Mark E. Haughton, LA	A map should be offered to the public showing the whole I-69 project affecting all the states involved from Mexico to Canada. What part of Mexico does it start and where does it end in Canada? Which routes through the states are proposed and which sections have been started and completed. The slide presentation briefly showed this, but not long enough for anyone to get a real good look at it. I would like to know which cities it will take me through when I drive to Michigan. I'm willing to sell you my property at the above address. Please contact me.	The National I-69 Corridor is depicted in the Draft Environmental Impact Statement, Exhibits 1-1 and 1-3.
Hudson, Jimmie Bossier City, LA	I am asking if you would consider making necessary adjustments on US Highway 71 Interchange so it will not affect Elm Grove Baptist Church which is not on your map. Our Church buildings are two year old. We were not aware we would be affected when we were in the construction stage. I fail to see any big expense in making the minor adjustments we are asking.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Hudson, Sherry Bossier City, LA	The I-69 will be an asset to our area and to our state, but, I respectfully request that you consider an adjustment to the ramps so that the property of Elm Grove Baptist Church will be missed. We were land locked in our old location and after much payer our congregation made a move to the present site. Our vision is being realized with the addition of new members and an excitement about the future.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Jeane, Herb Haughton, LA	I own 500 acres at the end of Jones Road. The Preferred Corridor will take approximately 1 acre of my land leaving me land locked on 499 acres. Would it not be an advantage to move highway a few feet west and not have to give me special access.	Property access to your 499 acres might be accomplished by relocating the existing access further east on Jones Road or to McCoy Lane. Individual property access issues would be conducted as part of future rights-of-way studies. These studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts.
Kirby, Marvin F. Haughton, LA	The Preferred Route of I-69 (Line 6) runs directly through my property at 355 Gator Ln. I was wondering why it could not be re-routed to go through the western edge of the Ammunition Plant since that is owned by the State of LA, and no money would need to be spent to buy land and right of way for I-69. That property goes from Hwy 80/79 to Highway 164. I would appreciate it if this could be considered as an option for the Highway.	The alignments near Gator Lane were developed to minimize residential impacts along LA 164 and environmental impacts associated with Clark Bayou. Moving the highway to the east would increase wetland and longitudinal floodplain impacts at Clark Bayou.
Kirkikis, Steve G Shreveport, LA (Two nearly identical written comment forms were submitted by Mr. Kirkikis)	Thank you for conducting a "hearing" instead of a "meeting" which you held previously. This Draft Environmental Impact Statement (EIS) is flawed and should be rejected because(a) the Study Area does not include the City of Shreveport in violation of section 1105(c)(18) of the Intermodal Surface Transportation Efficiency Act of 1991 which specifically states that I-69 run "through...Shreveport..." regardless of any conclusions from studies and testimony that I-69 by-pass Shreveport;	Nearly identical oral comments were also given by Mr. Kirkikis. Responses to Mr. Kirkikis are included with the Individual Oral Comments responses.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Kirkikis, Steve G (cont.) Shreveport, LA (Two nearly identical written comment forms were submitted by Mr. Kirkikis)	<p>(b) this EIS does not adhere nor follow the requirements of the FHWA Fiscal Constraints nor addresses the issue as to whether resources from public and private sources are reasonably expected to build and maintain the proposed I-69 SIU 15. Since no federal-aid highway funds and no exemption from obligation limitation are available, and no state funds are available and committed to I-69 SIU 15, nor is Louisiana obligating a portion of its obligation limitation to I-69 , nor are there federal funds from Congress for I-69 SIU 15, the only recommendation that can be made is the "no build" alternative. If this Draft EIS does not consider funding of I-69 as one of its functions then that is another fatal flaw to this Draft EIS;</p> <p>(c) EIS admits there is no traffic in the selected corridor and only 7,000 trucks daily are expected on the selected corridor in 25 years in 2030, whereas there are over 7,000 vehicles per day now on LA 3132, LA 526 and LA 511 located in Shreveport thereby illustrating that I-69 SIU 15 is being planned in the wrong location. I-69 SIU 15 should be located on these existing heavily traveled traffic corridors in Shreveport—relieving the existing heavy traffic;</p> <p>(d) the selected corridor will destroy thousand of trees and do more harm to the environment than on existing traffic corridors in Shreveport.</p> <p>(e) this Draft EIS prejudices and discriminates against the more than 300,000 Shreveport-Bossier City citizens who experience heavy east-west traffic every day as compared to the Shreveport-Bossier Port and its minuscule daily traffic count.</p>	Nearly identical oral comments were also given by Mr. Kirkikis. Responses to Mr. Kirkikis are included with the Individual Oral Comments responses.



**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Kirkikis, Steve G (cont.) Shreveport, LA (Two nearly identical written comment forms were submitted by Mr. Kirkikis)	<p>This Draft EIS places an excessive amount of importance to the pseudo-needs of the Port and totally ignores the transportation and economic needs of the 300,000 citizens of Shreveport and Bossier City. The selected corridor for I-69 SIU 15 has no traffic and does not enhance the economy and transportation needs of Shreveport and Bossier City.</p> <p>Much of this Draft EIS is based on outdated data and reasons from misdirected studies of the 1990s.</p> <p>Furthermore, this Draft EIS has been conducted in direct violation of FHWA Fiscal Constraints and in violation of provisions and requirements of section 128 of title 23 United States Code.</p> <p>An Environmental Impact Statement should be conducted that (1) includes Shreveport and Bossier City in the study area; (2) provides for federal and state funding sources that are reasonably expected to pay the costs of constructing I-69 through Shreveport and Bossier City on existing traffic corridors in 10 years by the State of Louisiana obligating each year \$40 million of its annual federal-aid highway obligation limitation to I-69 matched with \$10 million of state highway funds to provide Louisiana's 20% share.</p> <p>By conducting an EIS in this manner and selecting a corridor for I-69 SIU 15 on the existing right-of-way corridors of either LA 3132, LA 526, and/or LA 511, I-69 Section of Independent Utility 15 can be completed in 10 years.</p>	Nearly identical oral comments were also given by Mr. Kirkikis. Responses to Mr. Kirkikis are included with the Individual Oral Comments responses.

**Table 7-10 (cont.)**  
**SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Lace, Andrew Paul Frierson, LA	We have lived on this property since August 1997. We were not identified on the plot 2 years ago. We appear to be on there now. It appears that preferred line #6 misses our property. However, it is not by much. If there is any information concerning my status for possible relocation, I would like to be informed. I do not prefer to loose my place.	Rights-of-way studies involve the complex evaluation of providing access to affected parcels, property acquisition, or alignment shifts. Individual property access issues would be conducted as part of future rights-of-way studies. If your property is affected, you will be contacted by the DOTD.
Lowrey, Ken Elm Grove, LA	I am a member of Elm Grove Baptist Church. We just build this new church and moved in February of 2004. Our old church 2 miles or so south would have been in the path of the initial corridor. Now that we have moved, we find that again we are in the path of the new corridor. We understand that some of our politicians prefer the route closer to Bossier City and Shreveport. Please consider shifting the Preferred Route slightly south by 500-700 feet to avoid making us have to build another new church. From what we can see this would only affect one house. From a financial stand point this would also cost less. Thank you for considering our request. Please note that your drawings do not show the new church.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.
Lowrey, Pam Elm Grove, LA	I am asking that the interchange with US Highway 71 be shifted slightly to preserve the Elm Grove Baptist Church. We just build the church and we sure would appreciate your saving our church.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Mills, Tim Frierson, LA	Need to look into a noise barrier where I-69 goes by the Sanctuary in Frierson, Yogie and Friends Exotic Cat Sanctuary. These animals cannot have noise. They have been very abused and need peace and quiet.	<p>A highway traffic noise analysis was performed to determine existing noise levels; predict noise levels for the No-Action and Build alternatives, and evaluate noise abatement measures for eliminating or reducing noise impacts (see Section 4.16 and Appendix J).</p> <p>Receptor 41 represents the Yogie and Friends Exotic Cat Sanctuary. The existing and No-Action noise levels are 51.5 dBA and 52.5 dBA, respectively. The greatest noise impacts are from Line 2 and Line 4. The Selected Alignment has a predicted noise level of 58.6 dBA, a 7.1 dBA increase. According to the DOTD Noise Policy, the property does not warrant noise abatement consideration based on the predicted noise level or noise increase of the Selected Alignment.</p>
Mire, Errol Shreveport, LA	Preferred Route #6 seems to be the best route as it crosses Red River near the Port of Shreveport. Graphics, maps and TV presentation were very informative. One can see the effort placed forth was very "time-effort" involved.	Comment noted.
Mitchell, Rocky and Amanda Frierson, LA	After hearing the full range of alternatives we propose the use of frontage roads for our access to Ellerbe instead of overpasses. We feel this is the most practical and least hazardous route and hope our suggestions taken into consideration. An overpass would cut off a lot of access to surrounding towns.	A frontage/access road between the Frierson Area and Ellerbe Road was added to the Selected Alignment. The frontage/access road is shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Pinckerd, Gerald W. Frierson, LA	Frierson is a quiet community. The property values are good. The introduction of I-69 is unwelcome. Noise pollution, tire dust, break dust and the added load to our fire department will all combine to make our community less desirable. I-69 should follow Hwy 59 north to Texarcana. If the river port needs a through way then repair Hwy 1 and finish Hwy 3132 (Loop 220) and I-49. A much better way to spend our money. Without running us out of our quiet town.	Line 6 was identified as the Preferred Alignment in the Draft EIS by the DOTD and the FHWA in consultation with Federal resource agencies, local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization because it best balances the project benefits and the resultant environmental impacts.
Powell, S.C. Haughton, LA	Will there be an interchange on Oliver Road?	An interchange in not proposed with Oliver Road.
Robb, Randy Bossier City, LA	More Landmarks on maps. Build the Red River Bridge first.	Comment noted.
Sims, Joe Haughton, LA	The I-69 is passing near the town of Haughton, LA and there should be a Haughton exit for access to the town and this large residential/commercial area. This could be done easily by making that exit at the Camp Zion Road on the south side of Haughton where current plans show an overpass without access to the city.	Interchanges are provided at I-20 and LA 157 to service Haughton. Throughout the development of the project, the DOTD and the FHWA have worked closely with both local elected officials and the Northwest Louisiana Council of Governments, the regional metropolitan transportation planning organization, to identify interchange locations that will adequately serve the metropolitan area.
Spearman, Dennis Elm Grove, LA	We the congregation of EGBC would strongly ask you to consider moving the Alignment of I-69 approximately 500' to the southeast to allow EGBC to maintain the growth of the recently build church. EGBC has property we feel is strategically to the growth of south Bossier area in conjunction with other Baptist Churches in the area. Our existing facility is designed to help our area people deal with life's everyday experiences with a Loving Savior, Jesus Christ, not for personal gain in any way. Although we hope the decision is made with minor adjustments to allow EGBC to maintain the location we now occupy, God will provide.	The Selected Alignment is identical to the Draft EIS Preferred (Line 6) (except it includes a minor shift at the US 71 interchange to the south, avoiding impacts to the Elm Grove Baptist Church. The Selected Alignment and interchange location are shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Wallace, Ray Frierson, LA	Thank you for a very helpful meeting at Stonewall. I live at the end of Old Church Road and will be cut off by the proposed route of I-69. Instead of a over/under pass I urge you to consider a service/access road to Ellerbe and Stonewall Frierson road. This will be better from our area. Also we need very much an interchange on Ellerbe Road. I hope you will make a traffic count and see how important the road is to the area. Our school children leave home as early as 6am to get to Stonewall school. The distance between Hwy 1 and I-49 is too long. For these and other reasons we need an exchange.	A frontage/access road between the Frierson Area and Ellerbe Road was added to the Selected Alignment. The frontage/access road is shown in the Final EIS.
Wallace P.E., Stephen R. St. Gabriel, LA	<p>I am writing in support of the proposed project and its stated purpose and need to facilitate economic development and growth for this area, our state and nation. I appreciate the efforts that you and others within LADOTD and FHWA are making to move this project forward. After working in the transportation industry for over twenty years, I understand the vital link that movement of freight and people has in realizing these opportunities.</p> <p>My interest in this section of I-69 is not only because of its benefit to our state, but also due to its proximity to my parent's residence and property (Ray E. and Bobbye G. Wallace). They live in Desoto Parish, off White Springs Road on Old Church Road. Their home is located in a rural setting, surrounded by large and small tracts of timberland and farmland, as well as, other homesteads. Their property is north of the preferred alignment where it crosses Old Church Road. The proposed crossing bisects Old Church Road, which is the sole access to my parent's property and the adjacent residents and property owners north of the alignment.</p>	A frontage/access road between the Frierson Area and Ellerbe Road was added to the Selected Alignment. The frontage/access road is shown in the Final EIS.

**Table 7-10 (cont.)  
SUMMARY OF DRAFT EIS COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS (in alphabetical order)</b>		
<b>Name</b>	<b>Comment</b>	<b>Response</b>
Wallace P.E., Stephen R. St. Gabriel, LA	<p>These properties currently have no other access due to the physical constraints presented by active railroad tracks to the west, Wallace Lake to the north, and Wallace Bayou to the east.</p> <p>As a consulting engineer involved in the planning and design of similar projects, I understand that maintaining access is a major concern to both the affected property owners and LADOTD. During development of projects of this magnitude, due consideration is given to maintaining access by constructing local road overpasses, underpasses, frontage roads, or purchasing the remaining impacted properties. Resolving access issues can be significant due to their influence on the proposed alignment and the cost involved.</p> <p>In order to meet access obligations on this project, I request that an access / frontage road, between Stonewall-Frierson Road and Ellerbe Road, be given serious consideration when access alternatives are investigated for the Old Church Road segment north of the preferred alignment. I also request that the affected property owners and associated public agencies be involved in resolving these access issues. A schematic of the potential access road is attached. Based on my local knowledge of this area and review of the Draft EIS exhibits, I believe an access road alternative would provide the most desirable local access for affected properties on the northern segment of Old Church Road. A broader benefit would also result from constructing this roadway: a new connector between Desoto Parish and Caddo Parish north of I-69 would be provided.</p>	

Source: Michael Baker Jr., Inc.

Table 7-11 SUMMARY OF AUGUST 2010 PUBLIC MEETING COMMENTS RECEIVED		
INDIVIDUAL ORAL COMMENTS		
Alignment Preference	Comments	Name
		No Formal Comments
INDIVIDUAL WRITTEN COMMENTS		
Alignment Preference	Comments	Name
Draft EIS Preferred and Line 6R	Avoids impacting personal property	Lennis S. Elston Elisha White
	Northern routes are closer to the port, town and less expensive	Lennis S. Elston
Draft EIS Preferred	A much more sensible alignment would be Hwy 59 Carthage-Marshall-Texarbanca Corridor. The presence of I-69 in Northwest LA will seriously degrade the area as a place to live and work.	Allen and Betty Elston
	Encourages growth and better serves the Port	B. E. Foley William J. Perry James and Linda Wilson
Line 6R	Provides access to the Port and closest route to Shreveport	William Burks
	Avoids impacting personal property and has least impact on the LSU Pecan Station	Richard D. Elston
	The DEIS Preferred Route would be disastrous to plans for an Industrial Development NW of the Elm Grove Baptist Church.	George Wilcox
Line 6-2-6	Due to the rapidly expanding southern growth in Bossier Parish it would be short sighted to choose a northern route, it will be in the city by the time it is built.	Margaret L. Caplis Mary Ann Heinsohn C. Huckaby Veremy Pierce
	Impacts the least number of homes, properties and wetlands.	Marla Buggs Cheryl Jones Claudette Martin B. Messier Patrick Parks James H. Roper Chris Thomas

**Table 7-11 (cont.)  
SUMMARY OF AUGUST 2010 PUBLIC MEETING COMMENTS RECEIVED**

<b>INDIVIDUAL WRITTEN COMMENTS</b>		
<b>Alignment Preference</b>	<b>Comments</b>	<b>Name</b>
Line 6-2-6 (cont.)	Preserves the LSU Ag Center which is an important research facility that provides critical pecan research, educational opportunities, and provides economic development to the region.	Gary and Jill Anderson John B. Barr William Beasley Lester Bergeron, Jr. Dr. David J. Boethel Frank Bouser Bill Bowers Brian Breaux David Breidenbach Joe Buzhardt James W. Chilis, Jr. Harold J. Comeaux Clifford Comeaux, Jr. DDS Douglas W. Dufy Winsley Durand Jr. Wayne Fontenot C. Fredmehl Bill Goff Hersey Goodwin Dean Graner Greg Gravois Gary Haggart Robert G. Hoffmann Lindsey Johnson Betty T. Lawton Sheryl Lawton Ben Littlepage Jere M. McBride Steven McCain DeWayne McCasiana F. Wayne Medlin Rebecca A. Melanson Ulysses T. Melanson Tom Merrill Mississippi Pecan Growers Association Joe Musick Stephen Norman Tom D. Norman, M.D. Ronnie Owens Sam Pollard Joseph Regard John W. Richardson Ken Richardson Sherman Richardson



**Table 7-11 (cont.)**  
**SUMMARY OF AUGUST 2010 PUBLIC MEETING COMMENTS RECEIVED**

INDIVIDUAL WRITTEN COMMENTS		
Alignment Preference	Comments	Name
Line 6-2-6 (cont.)	Preserves the LSU Ag Center which is an important research facility that provides critical pecan research, educational opportunities, and provides economic development to the region. (cont.)	Sam Ringo Jackie W. D. Robbins Clay Roberbon Hubert Roger Randy Sanderlin Brenda S. Sikes Betty E. Smith William Stutts Mark Swanson John Tilton Tim Timbs James L. Whitman Bob Williams Emily Winston Marilyn Wood Marty Woodridge Linda G. Zaunbrecher
	The area where Line 6R and Draft EIS Preferred cross the Flat River has been declared a floodway and would require raised bridges for ½ mile on the East side.	Margaret L. Caplis
	Will give quick approach to I-20 from I-49	Alvis Cyrus
	The biggest concern is how this interchanges with Highway 1. I like that it avoids LSU Pecan Station, even though there will be cost to relocate the Sludge Facility and add four lanes on Highway 1. I think this is the better alternative.	Mark Ketchum
	Prefers Line 6-2-6, opposed to Line 6R	Jim T Harper Denise Hepnel Jackie Theriot Floyd Thomas

**Table 7-11 (cont.)**  
**SUMMARY OF AUGUST 2010 PUBLIC MEETING COMMENTS RECEIVED**

INDIVIDUAL WRITTEN COMMENTS		
Alignment Preference	Comments	Name
Line 6-2-6 (cont.)	Why has issue been resurrected again? It seems that y'all are determined to do as much damage as possible	David Ray Soignier
None	The bridge across the Red River will still be convenient to me.	Rusty Curtis
	When you get to the I-20 and I-69 off ramp and surrounding area please minimize the noise coming off the highways in any way you possibly can.	Beulah Downey
	Why did they not plan to bring this new road down LA 371 from I-20 to cross Red River at Coushatta. The traffic certainly warrants it - straight road and benefits so many from Minden, LA to Coushatta, LA then across Red River.	Aaron Spainhour
	I think it is a plus for the area	Gracie Cooper
	According to the study map provided, all three alignments merge into one and will divide approximately two-thirds of our property causing it to become subject to land lock. This will ultimately create a huge problem for our farm business without any access to the cattle. However, on the south side of Red Bluff Rd in DeSoto Parish, LA there would only be one residence (mobile home) involved vs. eight to ten on the north side. Overall, this route would seem much more cost effective with relocations. Why does the preferred corridor shown as Line 6R change to a downward instead of staying straight and going through north of Stonewall area? Please respond.	Tommy & Gloria Mosley

Table 7-11 (cont.) SUMMARY OF AUGUST 2010 PUBLIC MEETING COMMENTS RECEIVED		
INDIVIDUAL WRITTEN COMMENTS		
Alignment Preference	Comments	Name
None (cont.)	Access to property south of I-69 in Sections 20, 21, 28 and 29; Township 15N, Range 13W. Our current access is from Stonewall Frierson Rd.	R. Barrow Peacock
	None of these matter because our property is across the street from your main corridor location, about a mile before the 3 alignments listed begin.	James L & Emily Tyler
	The route should not be open to the greedy political money grabbers. All transfers of land containing that route should be voided by law that occurred after June 2005 or earlier - except for transfer by death and wills properly probated.	Robert Yagel

Source: Michael Baker Jr., Inc.